

THE CLEAR LAKE COMPREHENSIVE PLAN

A Comprehensive Development Plan for City of Clear Lake, Iowa



*Prepared with the citizens of City of Clear Lake by
RDG Planning & Design
May, 2008*

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AN INTRODUCTION TO THE CLEAR LAKE PLAN



INTRODUCTION

Clear Lake is a vibrant community in a strategic location for future growth. These prospects present both exciting challenges and opportunities for Clear Lake.

Clear Lake is a spring fed lake formed by glacial action some 14,000 years ago. Clear Lake has continued to attract people with its unique setting, calming environment and natural beauty. Distinguished by its historic main street, outdoor pedestrian activities, beautiful lakefront, excellent hospitality, the City attracts thousands of visitors, especially during the summertime. Strong economic and industrial base and tourism activities has created a community of great strength and vitality. Downtown Clear Lake contributes to the quality of life and reinforces the character of the community.

The City of Clear Lake has continuously made major investments in different programs such as streetscapes, lighting, sidewalks, etc. to create an attractive public environment. These features contribute towards good economic stability and provide settings for local commercial activities such as restaurants and entertainment establishments. Clear Lake, because of its community character and large number of visitors, has also been referred as a resort town.

The City of Clear Lake faces significant challenges regarding its future growth. While retailing is a major activity in Clear Lake, because of seasonal visitors, sustaining business is a major concern to investors. Clear Lake has to compete with larger cities like Mason City and other surrounding cities for regional retail market. Cities like Clear Lake needs to focus on offering products and services that are local and unique experience.

This plan is designed to build on previous comprehensive plans and public investments to help the city of Clear Lake live up to its full potential and maintain its unique character.



This comprehensive development plan has two fundamental purposes. The first provides an essential legal basis for land use regulation, studies existing conditions and derives desired goals. Secondly it presents a unified and compelling vision for a community, derived from the aspirations of its citizens; and establishes the specific actions necessary to fulfill that vision.

The Legal Role

Communities prepare and adopt comprehensive plans for legal purposes. Iowa state statutes enable cities to adopt zoning and subdivision ordinances to promote the “health, safety, morals, or general welfare of the community.” Land use regulations such as zoning ordinances recognize that people in a community live cooperatively and have certain responsibilities to one another. These regulations establish rules that govern how land is developed within a municipality’s jurisdiction.

However, a city may not adopt land use ordinances without first adopting a comprehensive development plan. This requirement derives from the premise that land use decisions should not be arbitrary, but should follow an accepted and reasonable concept of how the city should grow.



The Clear Lake Comprehensive Plan provides the ongoing legal basis for the city’s authority to regulate land use and development.

The Community Building Role

A comprehensive development plan has an even more significant role in the growth of a community. The plan establishes a picture of Clear Lake’s future, based on the participation of residents in the planning of their community. This vision is particularly crucial at this time in the community’s history, as Clear Lake experiences demographic and economic changes. Beyond defining a vision, the plan presents a unified action program that will implement the city’s goals. The plan is designed as a working document – a document that both defines the future and provides a working program for realizing the city’s great potential.

Plan Organization

The Clear Lake Comprehensive Plan contains several components which will guide growth and development in the city over the next twenty years. Each of these components acknowledges the need to accommodate new development, while creating

an attractive living environment for residents and retaining Clear Lake’s unique features.

In general, the plan evaluates the existing conditions of the city and proposes actions to be taken over the next twenty years. Specific components of the plan include:

1. A Profile of Clear Lake

This section examines existing characteristics of the city’s population and presents population projection scenarios for the year 2025.

2. Strategic Planning Process

This section summarizes the findings of the community participation process and identifies key issues and perspectives identified by stakeholders. Based on this process the plan’s goals and guiding principles are established. The chapter identifies “Development Principles,” the general principles and ideas that guide the more detailed elements of the plan.

3. Growth and Land Use

This section examines current land use patterns in Clear Lake and considers one of Clear Lake’s critical issues – how to accommodate growth and in what

direction that growth should occur. It provides detailed strategy to guide future growth in new development areas.

4. Parks and Recreation

This component analyzes the park and recreation facilities currently offered to Clear Lake's residents. It also assesses future needs and provides recommendations concerning the appropriate locations and types of future facilities.

5. Transportation and Traffic Analysis

This section includes an examination of the functionality and conditions of Clear Lake's transportation systems.

6. Housing and Neighborhoods

This component considers housing dynamics in Clear Lake and establishes implementation-based policies for housing and neighborhoods.

7. Public Facilities

This section inventories Clear Lake's public facilities and services and lists short term and long term needs and priorities.

8. Implementation

This section summarizes the recommendations of the plan and offers a schedule for executing the plan's components.



CHAPTER ONE

A PROFILE OF CLEAR LAKE



A PROFILE OF CLEAR LAKE

This Chapter analyzes Clear Lake's demographic changes that affect the future of the community. The analysis describes population and demographic characteristics, as well as forecasts the community's future population. Additionally, this chapter addresses important regional issues that may affect the quality of Clear Lake's environment.

POPULATION HISTORY AND CHARACTERISTICS

History of Clear Lake

During the fall and winter of 1850, reports circulated in the sparsely settled river counties of Iowa by Indians and adventurous hunters that a beautiful lake existed way back in the center of the state. These reports reached the ears of Joseph Hewitt and James Dickirson, who were then living at Strawberry Point in Clayton County. On May 20, 1851, they started out with their teams and families in search of the beautiful lake described by the Indians.

After a difficult journey, they finally reached the shore of Clear Lake on July 14, 1851. They selected a point on the south side of the lake to take shelter. The two men, with their families, braved the hardships, dared the wilderness and openly defied the war-painted Sioux to turn Clear Lake into an oasis for the Midwest.

In the spring of 1852, Dickirson, a farmer, claimed the land where Clear Lake now stands and a tract of land east of the community. In 1854 he received a patent from the United States for 134 acres of land in what is now downtown Clear Lake. Hewitt was a prominent trader with the Indians and spoke the Winnebago tongue fluently. By the mid-1850s, a good number of settlers had come to Clear Lake, most by foot. Settlement had commenced in earnest. The present town of Clear Lake was laid out in 1856 by Dickirson and Marcus Tuttle, who owned



the land.

Demographic Characteristics

Table 1.1 presents the historical population changes in Clear Lake from 1890 – 2000 and also depicts percent change by decade. It is obvious from the table that Clear Lake has continued to grow over the decades, experiencing only one decade of population loss which occurred between 1990 and 2000.

Table 1.2 summarizes the historical population change in Clear Lake and Cerro Gordo County, as well as compares it with the nearby communities such as Mason City, Charles City, Forest City, and Garner. Table 1.2 indicates:

- Clear Lake has continued to grow over the last 40 years,
- The community experienced a slight loss in population between 1990 and 2000,
- Cerro Gordo County also experienced loss in population between 1990 and 2000,
- While Mason City and Garner had slight increases in population from 1990 to 2000, Charles City and Forest City had slight losses in population,
- Overall, population growth in the region was flat.

Table 1.1: Historical Population Change, Clear Lake, Iowa 1890-2000

Year	Population Count	Decade	Population Percent Change
2000	8,161	1990-2000	-0.3%
1990	8,183	1980-1990	9.7%
1980	7,458	1970-1980	16.0%
1970	6,430	1960-1970	4.4%
1960	6,158	1950-1960	23.7%
1950	4,977	1940-1950	32.2%
1940	3,764	1930-1940	22.8%
1930	3,066	1920-1930	9.3%
1920	2,804	1910-1920	39.2%
1910	2,014	1900-1910	18.1%
1900	1,706	1890-1900	51.0%
1890	1,130		

Source: US Census Bureau, 2006

Table 1.2: Population Change for Clear Lake, Cerro Gordo County and Comparable Communities

	1960	1970	1980	1990	2000	% Change 1990-2000
Clear Lake	6158	6430	7458	8183	8161	-0.03%
Cerro Gordo County	49894	49223	48458	46733	46447	-0.61%
Mason City	30642	30379	30144	29040	29172	0.45%
Charles City	9964	9268	8778	7878	7812	-0.84%
Forest City	2930	3841	4270	4430	4362	-1.53%
Garner	1990	2257	2908	2916	2922	0.21%

Source: US Census Bureau, 2006

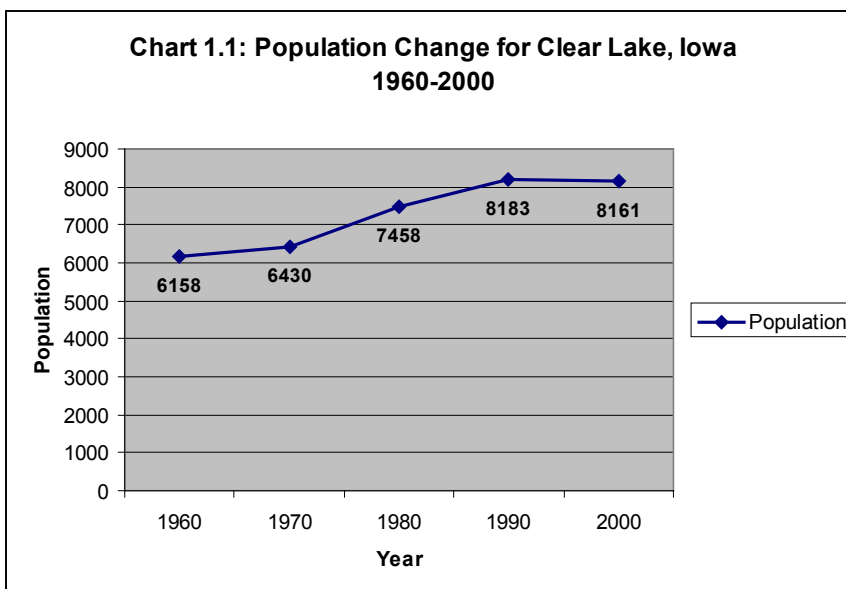


TABLE 1.3: Age Composition as Percent of Total Population

Age Group	1990 Population	2000 Population	Change 1990-2000	% of Total 1990	% of Total 2000	+/- Change 1990 -2000
Under 5	530	491	(39)	15%	14%	-1%
5-9	592	512	(80)	17%	14%	-3%
10-14	549	501	(48)	16%	14%	-2%
15-19	508	571	63	14%	16%	1%
20-24	416	419	3	12%	12%	0%
25-29	670	431	(239)	19%	12%	-7%
30-34	686	428	(258)	19%	12%	-8%
35-39	674	617	(57)	19%	17%	-2%
40-44	605	700	95	17%	19%	2%
45-49	434	680	246	12%	19%	7%
50-54	419	543	124	12%	15%	3%
55-59	353	428	75	10%	12%	2%
60-64	414	395	(19)	12%	11%	-1%
65-69	408	372	(36)	12%	10%	-1%
70-74	315	371	56	9%	10%	1%
75-80	277	299	22	8%	8%	0%
80-84	165	209	44	5%	6%	1%
85+	168	194	26	5%	5%	1%

Source: US Census Bureau, 2006

TABLE 1.4: Racial and Ethnic Makeup of Population, 1990-2000

	Asian		Native American		Black		Hispanic		White	
	1990	2000	1990	2000	1990	2000	1990	2000	1990	2000
Clear Lake	1.06%	0.9%	0.07%	0.1%	0.23%	0.3%	1.33%	1.7%	97.34%	97%
State of Iowa	0.9%	1.5%	0.24%	0.55%	1.71%	2.39%	1.18%	3.01%	95.93%	92.34%

Source: US Census Bureau, 2006



Table 1.3 compares the populations of specific age groups in 1990 and 2000. While Clear Lake's population distribution by age over the period of 1990-2000 stayed relatively the same across cohorts, some notable shifts in the population in some age cohorts can be seen. There is a significant decrease in population between age group 25-29 and 30-34. We can also see a significant amount of increase in population age group 40-59.

Table 1.4 illustrates the racial composition of Clear Lake in 1990 and 2000. Clear Lake had smaller percentages of all non-white racial classifications than the state in both 1990 and 2000. About 97% of residents identified themselves as white in the 2000 census, compared with the approximately 92% of the state. Overall, Clear Lake's racial composition changed only marginally between 1990 and 2000.

POPULATION DYNAMICS AND MIGRATION

There are three basic factors that occur within a community that explain population change:

- **Comparison of births and deaths.** A surplus of births over deaths causes the population of that community to increase. A community with a younger population, particularly of people in childbearing or family formation years, will experience a higher birth rate, measured as number of the births per 1,000 people.
- **Migration Patterns.** If more people move to the community than leave, its population will increase and vice versa. A community that is building new housing may experience significant in-migration, some of which are residents new to the city, while others are relocating from surrounding rural communities. However, in tourist communities like Clear Lake, new construction may represent new vacation homes and not result in an increase in permanent population.



- **Annexation.** In addition to internal population change, a community can grow through annexation by incorporating populated areas within its boundaries.

In order to assess the dynamics of Clear Lake's population during the 1990s, the city's expected population based solely on a comparison of births and deaths is calculated and compared to the actual outcome of 2000 census. Table 1.5 summarizes the results of this analysis for Clear Lake. The noted estimates are based on the following assumptions:

- A cohort-survival forecast method is used to forecast population. This method "ages" a five-year range of people by computing how many of them will survive into the next five-year period. Cohort survival rates were developed by the National Standard for Health Statistics.
- Projected birth rates for the population developed by the U.S. Bureau of the Census.

From Table 1.5 we can see that Clear Lake was predicted to have a 1.7% increase in population from 1990-2000 but instead lost population by -0.3%. This 1990 to 2000 growth constitutes an essentially flat growth rate for that time period.

TABLE 1.5: Predicted and Actual Population Change

	1990	2000	Change	%
Predicted Population (based on survival and birth rates)	8,183	8,323	140	1.7%
Actual Population	8,183	8,161	(22)	-0.3%
Predicted Male Population	3,849	3,945	96	2.5%
Actual Male Population	3,849	3,893	44	1.1%
Predicted Female Population	4,334	4,378	44	1.0%
Actual Female Population	4,334	4,268	(66)	-1.5%

Source: US Census Bureau, 2006

This table indicates:

- The actual 2000 population was less than the predicted population for 2000 based on survival and birth rates. While the population was predicted to increase from 8,183 in 1990 to 8,323 in 2000, in actual the population decreased by -0.3% from 8,183 in 1990 to 8,161 in 2000.
- In 2000, the male population increased by only 1.1% while the predicted increase in male population from 1990 to 2000 was 2.5%.
- Female population was predicted to increase in 2000 by 1%. However, in actuality, the female population decreased by 1.5% causing the population loss in 2000 from 1990.

Table 1.6 provides a closer analysis of population change by comparing the actual and projected populations of specific age groups during the 1990s and 2000. The predicted population indicates how many people would be in each age group in 2000 if Clear Lake had experienced no in or out migration. This analysis indicates:

- Clear Lake experienced a 20% increase among those in age group of 65-69 compared to the predicted estimates for the age group for 2000. A 10% increase over the predicted estimates for 2000 in the age group of 70-74 is also observed.

This significant influx of seniors supports the idea that the community has become an attractive place

for retirees and senior population.

- The 20-29 age groups experienced population significantly less than that predicted for 2000. This decrease in population was caused by out-migration of young adults.
- Thus, the 65 to 75 age group represented the largest percentage increase of any population group.

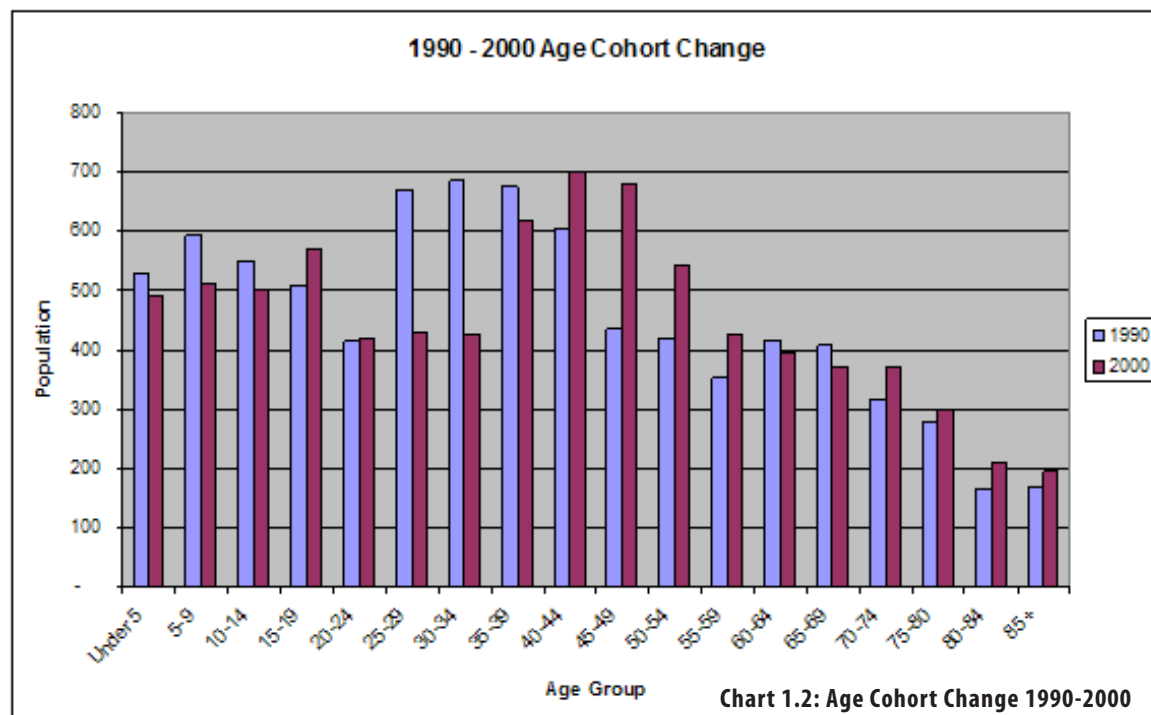
Young residents / families often leave a community to attend college and begin careers. While the 24% variance in predicted and actual 2000 population in 20-24 age groups could be due to young people moving to other communities for colleges or careers, the 14% variance in age group of 25-29 could indicate a lack of employment opportunities or quality starter homes or rental units that met their need.

Chart 1.2 maps the actual 1990 and 2000 cohort change. While the chart reflects the significant decrease in 25 to 34 age groups, increases in age groups 40 through 59 demonstrate a trend of increasing senior population. As can be seen on the chart, this increase is at least partly due to the aging of the “baby boomer” generation.

TABLE 1.6: Predicted and Actual Age Cohort Change

Age Group	1990 Actual	2000 Predicted	2000 Actual	Actual minus Predicted	% variance (Actual/Predicted)
Under 5	530	451	491	40	8.9%
5-9	592	511	512	1	0.2%
10-14	549	529	501	(28)	-5.2%
15-19	508	590	571	(19)	-3.3%
20-24	416	546	419	(127)	-23.2%
25-29	670	504	431	(73)	-14.4%
30-34	686	412	428	16	3.8%
35-39	674	664	617	(47)	-7.0%
40-44	605	678	700	22	3.3%
45-49	434	662	680	18	2.7%
50-54	419	588	543	(45)	-7.7%
55-59	353	413	428	15	3.5%
60-64	414	387	395	8	2.1%
65-69	408	311	372	61	19.8%
70-74	315	339	371	32	9.5%
75-80	277	302	299	(3)	-1.0%
80-84	165	200	209	9	4.4%
85+	168	238	194	(44)	-18.4%
Total	8,183	8,323	8,161	(162)	-1.9%

Source: US Census Bureau, 2006



To establish a better understanding of the city’s population change since the 2000 census, it is important to review construction activity within the community. New residential construction and demolition activity provide important insights into a community’s population change. If population growth is stagnating or decreasing, this is typically reflected in fewer new residential construction permits. If the community is seeing a pattern of strong growth, more permits are likely to be issued. Table 1.7 provides an overview of the city’s construction activity over the past six years. The 2001-2006 annual average number of new residential permits pulled was 35.

Assuming that all new residential units were occupied by full time residents, the estimated population growth during that period, based on new building permits, would be 484 people. However, we know that this is not the case and that many of these residential building permits were issued for vacation homes. If half of the total units were for vacation homes, then the resultant population increase during the period would be 242.

POPULATION PROJECTIONS

Projecting the future population of Clear Lake helps predict the future demographic character of the community. This is critically important for the city’s planning and policy decisions regarding capital investments, annexations, land use and zoning changes.

Table 1.8 presents different growth scenarios. Several possible annual growth rates for the community are applied to project the population to year 2025. Though the future population for a city is determined through evaluation of the city’s annual growth rate, in the case of Clear Lake, it is required that we look at the average annual construction of new homes.

If we consider that the flat growth that occurred during 1990 – 2000 will continue for Clear Lake, an annual growth rate of 0.25% projects growth from the 2005 census population estimate of 7,920 to a 2025 population of approximately 8,323. An aggressive growth rate of 0.5% annual growth indicates population over 8,742 by year 2025.

Earlier, by looking at the new residential building permits, an average construction of 35 dwellings per year was calculated (refer Table 1.7). Population projections are derived using this average annual construction of 35 dwelling units per year. However, here, we assume that only half of the new residential constructions are permanent homes and the rest are vacation homes which are used occasionally/seasonally. This average rate of construction means, that

Table 1.7: Clear Lake New Residential Building Permits 2001-2006

Type	2001	2002	2003	2004	2005	2006	Total	Average	People/HH	Pop_Growth
New Single Family	15	23	15	17	30	26	126	21		
New Multifamily (units)	6	0	6	30	30	14	86	14		
Total New Residential Construction	21	23	21	47	60	40	212	35	2.28	484

Table 1.8: Population Projection, 2000-2030

	2000	2005	2010	2015	2020	2025
Current Census	8,161	7,920*				
(0.5)% Annual Growth	8,161	7,957	7,758	7,564	7,375	7,191
(0.25) % Annual Growth	8,161	8,059	7,958	7,859	7,761	7,664
0.25% Annual Growth	8,161	7,920	8,019	8,119	8,221	8,323
0.5% Annual Growth	8,161	7,920	8,118	8,321	8,529	8,742
1% Annual Growth	8,161	7,920	8,316	8,732	9,168	9,627
Average Annual Construction of 35 Dwelling Units	8,161	7,920	8,323	8,726	9,128	9,531
Average annual construction of 35 dwelling units where assuming 1/2 are vacation homes	8,161	7,920	8,121**	8,323**	8,524**	8,726**

Source: RDG: Planning & Design

*2005 U.S. Census Estimate; ** Based on an average of 2.28 person per household

there is an increase in population and demand for new homes. An estimated average annual construction of 35 new dwelling units, where half of the new units are assumed as vacation homes correlates to a 2010 population of 8,121 and a 2020 population of 8,524 and over 8,726 by 2025.

A growth rate estimate of average annual construction of 35 dwelling units where half are vacation homes is recommended for Clear Lake for planning purposes.

Since the last census was completed seven years ago, additional information should be considered when trying to determine a community’s estimated population.

For Clear Lake additional consideration is given to residential construction activity. The community’s construction activity over the past 6 years indicates that since 2000 there has been an increase in residential units, which typically means that there should have been an increase in the total population. However, since Clear Lake is a resort town and the vacancy rates for the town are higher than other regular towns, it is important that we consider these

factors while projecting the population for Clear Lake. Table 1.9 presents the total housing units, vacant units, and seasonal/recreational/occasional use units and also indicates the vacancy rates for resort towns compared to other regular towns.



Table 1.9: Vacancy Rate Comparison for Clear Lake and other Communities - 2000

Community	Total Housing Units	Vac. Units	Vac. Rate	Seasonal/ Recreational Units	Seasonal Vacancy Rate
Resort Towns					
Clear Lake, Iowa	4156	695	16.72%	502	12.08%
Park Rapids, Minnesota	1616	140	8.66%	28	1.73%
Jackson City, Wyoming	3861	230	5.96%	116	3.00%
Arnold's Park, Iowa	1147	567	49.43%	517	45.07%
Okoboji, Iowa	944	517	54.77%	489	51.80%
Non-Resort Towns					
Iowa Falls, Iowa	2412	197	8.17%	16	0.66%
Mason City	13,029	661	5.07%	45	0.35%
Charles City	3,597	258	7.17%	22	0.61%
Forest City	1,809	117	6.47%	12	0.66%
Garner	1,252	60	4.79%	4	0.32%

ECONOMIC FACTORS

Clear Lake is economically independent and at the same time dependent on the larger region. While Clear Lake continues to provide numerous jobs in the industrial, commercial, agricultural, retail and service sectors, its overall job market is heavily influenced by its proximity to nearby larger communities and region.

Employment

Employment within a community can be further assessed in two different ways. One is based on the resident's employment by occupation while the other is based on a resident's employment by industry. Employment by occupation describes the kind of work a person does on the job, as opposed to the type of industry an individual works in, which relates to the kind of business conducted by a person's employer.

Table 1.10 describes Clear Lake resident employment by occupation for 2000 compared to the State of Iowa's employment by occupation. In 2000 about 54% of Clear Lake's residents were employed in management/professional or sales/office occupations.

This rate is comparable to the State of Iowa, which is about 57 percent.

Table 1.11 compares employment by industry of Clear Lake residents between 1990 and 2000 and to that of the State of Iowa. Overall, Clear Lake's employment by industry percentages tracks fairly closely to statewide averages. This reinforces the conclusion that, while Clear Lake has a significant tourism component to its economy, that component does not dominate.

The largest change in employment by industry occurred between 1990 and 2000 among residents employed in educational, health and social services and arts, entertainment, recreation, accommodation and food services. Change in education, health and social services may be reflective of an aging population. Change in arts, entertainment and recreation correlates to Clear Lake's increasing dependence on tourism. This conclusion is reinforced by fairly significant decreases in manufacturing and professional, scientific, management industries.

TABLE 1.10: Employment by Occupation, 2000

	Clear Lake		State of Iowa	
	Number	%	Number	%
Managerial, professional, and related occupations	1,186	27.3%	466,436	31.3%
Service occupations	784	18.1%	219,837	14.8%
Sales and office occupations	1,151	26.5%	385,794	25.9%
Farming, fishing, and forestry occupations	6	0.1%	15877	1.1%
Construction, extraction, and maintenance occupations	424	9.8%	132530	8.9%
Production, transportation, and material moving occupations	790	18.2%	269,342	18.1%
Total employed	4,341	100.0%	1,489,816	100.0%

Source: US Census Bureau, 2000

TABLE 1.11: Employment by Industry, 2000

	Clear Lake 1990		Clear Lake 2000		State of Iowa (2000)	
	Number	%	Number	%	Number	%
Agriculture, forestry, fishing and hunting, and mining	88	2.02%	71	1.60%	65,903	4.40%
Construction	264	6.08%	266	6.10%	91,824	6.20%
Manufacturing	907	20.92%	648	14.90%	253,444	17.00%
Wholesale trade	158	3.65%	209	4.80%	53,267	3.60%
Retail trade	745	17.2%	575	13.20%	179,381	12.00%
Transportation and warehousing, and utilities	178	4.16%	185	4.30%	73,170	4.90%
Information	*	*	127	2.90%	41,970	2.80%
Finance, insurance, real estate, and rental and leasing	256	5.90%	221	5.10%	100,395	6.70%
Professional, scientific, management, administrative, and waste management services	479	11.04%	210	4.80%	90,157	6.10%
Educational, health and social services	772	17.8%	1,128	26.00%	324,142	21.80%
Arts, entertainment, recreation, accommodation and food services	53	1.2%	386	8.90%	98,819	6.60%
Other services (except public administration)	312	7.20%	223	5.10%	66,286	4.40%
Public administration	123	2.84%	92	2.10%	51,058	3.40%
Total employed	4,335	100.00%	4,341	100.00%	1,489,816	100.00%

Source: U.S. Census Bureau, 2000

* New category in 2000

Income

Table 1.12 describes the 2000 income distribution for Clear Lake, Cerro Gordo County, the State of Iowa, Mason City, Charles City, Forest City and Garner. Clear Lake's median household income in 2000 was the lowest of all the comparison communities except Charles City and Mason City. The median household income was also lower than the State of Iowa and Cerro Gordo County. Chart 1.3 better illustrates Clear Lake's household income distribution as compared to the communities mentioned above. The chart shows that Clear Lake had a higher percentage of households with an annual income below \$34,999 than most of other communities. Half of Clear Lake's

households had an annual income below \$34,999. Additionally, Clear Lake had a lower percentage of households with an annual income above \$50,000 than most of the comparison communities. About 32% of Clear Lake's households had an annual income of \$50,000 or more. Clear Lake's income characteristics reflect the fact that the community is attracting significant members of retired household on fixed incomes.

Table 1.13 shows the percentage change in annual median household income of the comparison communities between 2000 and 2007. Clear Lake's increase of 19.3% was significantly lower than all but Mason City that had a 12.7% increase.

Table 1.12: Income Distribution Comparison for Households by Percentage

	Under \$10,000	\$10,000- 14,999	\$15,000- 24,999	\$25,000- 34,999	\$35,000- 49,999	\$50,000- 74,999	Over \$75,000	2000 Median Income
Clear Lake	7.1%	10.8%	19.9%	12.2%	17.6%	19.8%	12.8%	\$35,097
Cerro Gordo County	3.7%	4.2%	12.9%	13.4%	21.2%	27.1%	17.4%	\$35,867
State of Iowa	8.2%	6.7%	14.4%	14.7%	19.0%	21.0%	16.1%	\$39,469
Mason City	10.8%	8.1%	19.1%	13.2%	17.8%	18.7%	12.3%	\$33,852
Charles City	11.6%	11.9%	18.0%	13.9%	20.8%	17.4%	6.5%	\$30,568
Forest City	9.5%	4.4%	14.1%	17.4%	19.0%	26.5%	9.2%	\$40,031
Garner	7.0%	6.0%	14.4%	18.5%	20.1%	22.6%	11.4%	\$39,750

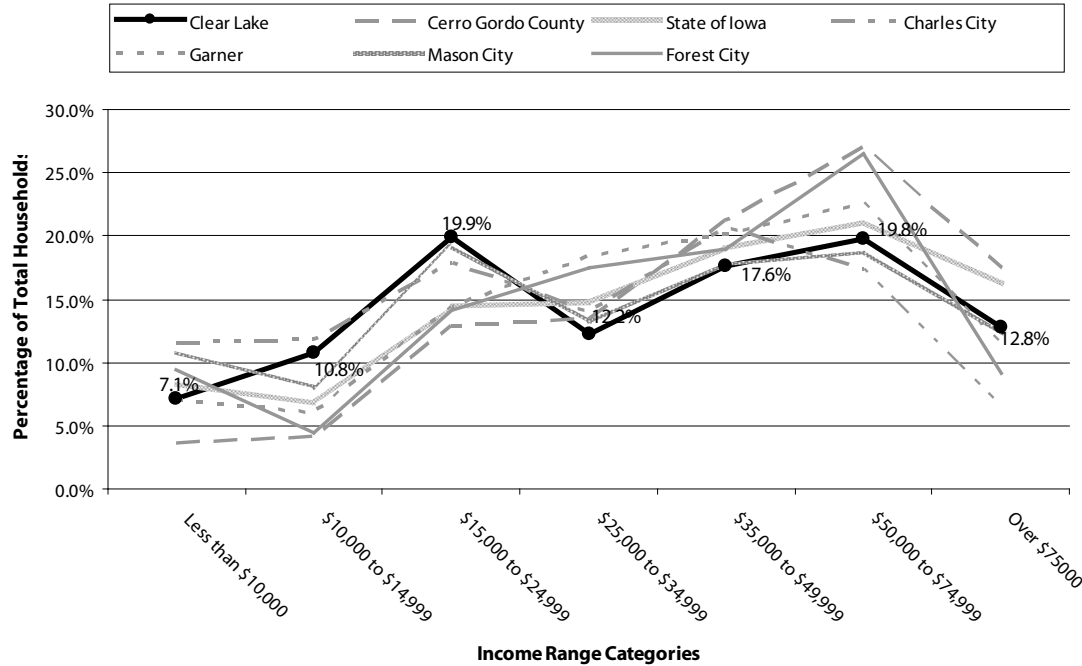
Source: US Census Bureau, 2000

TABLE 1.13: Change in Annual Median Household Income

	1990	2000	2007*	% Change 2000 -2007
Clear Lake	\$27,418	\$35,097	\$41,882*	19.3 %
Cerro Gordo County	\$25,116	\$35,867	\$43,299*	20.7 %
State of Iowa	\$26,229	\$39,469	\$47,453*	20.2 %
Mason City	\$24,146	\$33,852	\$38,160*	12.7 %
Charles City	\$21,003	\$30,568	\$40,529*	32.6 %
Forest City	\$24,201	\$40,031	\$48,762*	21.8 %
Garner	\$26,930	\$39,750	\$48,862*	23.0 %

Source: U.S. Census Bureau, *Estimated median income, Claritas, Inc.

CHART 1.1: COMPARISON OF HOUSEHOLD INCOME



Clear Lake’s lower annual median household income increase was likely attributable to the increase in senior households described earlier.

Retail Sales

The prosperous 1990s meant a significant increase in retail sales for many communities. Table 1.14 describes the retail sales for Clear Lake, and surrounding communities from 1990 to 2004.

Trends in retail sales activity are also illustrated by city’s “pull-factor”. This figure indicates how a community fares with respect to retail sales. If the per capita sales are \$1,000 throughout the state and \$1,500 in the local area, then the local area’s “pull factor” is 1.5. However, if per capita local sales are \$950, the pull factor would be 0.95. Thus, a pull factor over 1.00 means a community is experiencing more retail sales activity than a typical Iowa community, while a pull factor of less than 1.00 indicates below average sales activity.

As shown in Table 1.15, Clear Lake had a pull fac-

tor of 0.98 in 2000, indicating that the city was at the statewide average. In 2004, Clear Lake’s pull factor decreased slightly to 0.95 which shows that its businesses did not attract as many dollars from non-residents as in 2000. The regional retail role of Mason City is evident from these figures, with the community’s pull factor of 1.7.



Table 1.14: Taxable Retail Sales (\$000,000's)

	1990	2000	2004	% Change 1990-2004
Clear Lake	\$48.04	\$77.18	\$74.67	55.43 %
Mason City	\$309.65	\$474.90	\$474.82	53.34 %
Charles City	\$62.67	\$88.91	\$83.10	32.60 %
Forest City	\$18.04	\$29.08	\$38.65	114.24 %
Garner	\$22.16	\$27.82	\$23.09	4.20 %

Source: SETA, Office of Social and Economic Trend Analysis

Table 1.15: Pull Factor

	1990	2000	2004	Pull Factor Gain/ Loss 1990-2004	% Change 1990-2004
Clear Lake	0.91	0.98	0.95	0.04	4.40 %
Mason City	1.64	1.69	1.70	0.06	3.66 %
Charles City	1.21	1.18	1.09	-0.12	-9.92 %
Forest City	0.63	0.69	0.92	0.29	42.86 %
Garner	1.17	0.99	0.78	-0.39	-33.33 %

Source: SETA, Office of Social and Economic Trend Analysis



Commuting Patterns

In 2000 the average commute for a Clear Lake resident was 14.6 minutes, indicating that a large number of residents work outside the immediate community. This commuting time correlates closely to the driving time to Mason City. Table 1.16 compares average travel time to work and the percentage of residents who walk to work in Clear Lake and other surrounding communities. The average travel time to work for Clear Lake is similar to other communities like Mason City and Charles City. Clear Lake's percentage of workers who walk to work is higher than all but Forest City and may be an indication that the community is more "walkable" than the average Iowa small towns.

The percent of people who walk to work also reflects the large number of workers working outside of the community and the nature of the city's trail and sidewalk system. These are important features when rating a community's overall quality of life, impacting its attractiveness to future residents and businesses. These issues will be discussed in detail in Transportation and Land Use Chapters later in the report.

Of the 4,281 workers who are 16 years and over, and living within Clear Lake, around 2,122 work outside their place of residence. This computes to about almost 50% of the residents in Clear Lake work outside of the city. This could be the reason behind the lower percent of people who walk to work and higher average travel time to work as compared to Forest City.

Table 1.16: Commuting Patterns for Clear Lake and Other Comparable Communities, 2000

Community	Average Travel Time to Work	% Who Walk to Work
Clear Lake	14.6 min	5.70%
Mason City	13.7 min	3.00%
Charles City	14.8 min	2.57%
Forest City	11.5 min	9.5%
Garner	16.8 min	2.48%

Source: U.S. Census Bureau, 2000

CHAPTER TWO STRATEGIC PLANNING PROCESS



STRATEGIC PLANNING PROCESS

This Chapter recommends policies largely based on opinions and perceptions of those who know the community best – its residents, business owners and property owners.

In order to identify community issues and perceptions, a survey of the Comprehensive Plan Steering Committee was conducted. In addition, a series of focus group meetings involving various stakeholders were held to secure additional input.

STEERING COMMITTEE SURVEY RESULTS

During the initial stages of the planning process, a survey was conducted among the Steering Committee Members and the results were reviewed and analyzed to identify major issues. The survey included 8 questions, including both multiple choices and short answer questions. Fifteen committee members took the community survey. The results are discussed below.

A. Rating of Features

The first part of the survey asked the respondents to rate 45 key features of the City on a “5” to “1” scale, from the highest to the lowest rating. An aggregate rating of 3.5 or above ranks a feature as a major strength of the City, while a rating below 2.5 indicates the feature as a major weakness. A rating between 2.5 and 3.5 suggests features in need of improvements.

Out of 45 features, 18 features received an aggregate score of 3.5 or above, while 3 features were ranked at or below 2.5. Another 24 features were rated between 2.5 and 3.5. This result means that 40% of all criteria were considered above average and about 54% of all criteria suggested need for improvements. Figure 2.1 illustrates the results of the rankings among the Steering Committee Members.

The 18 high rated features included (listed from the highest to the lowest score):

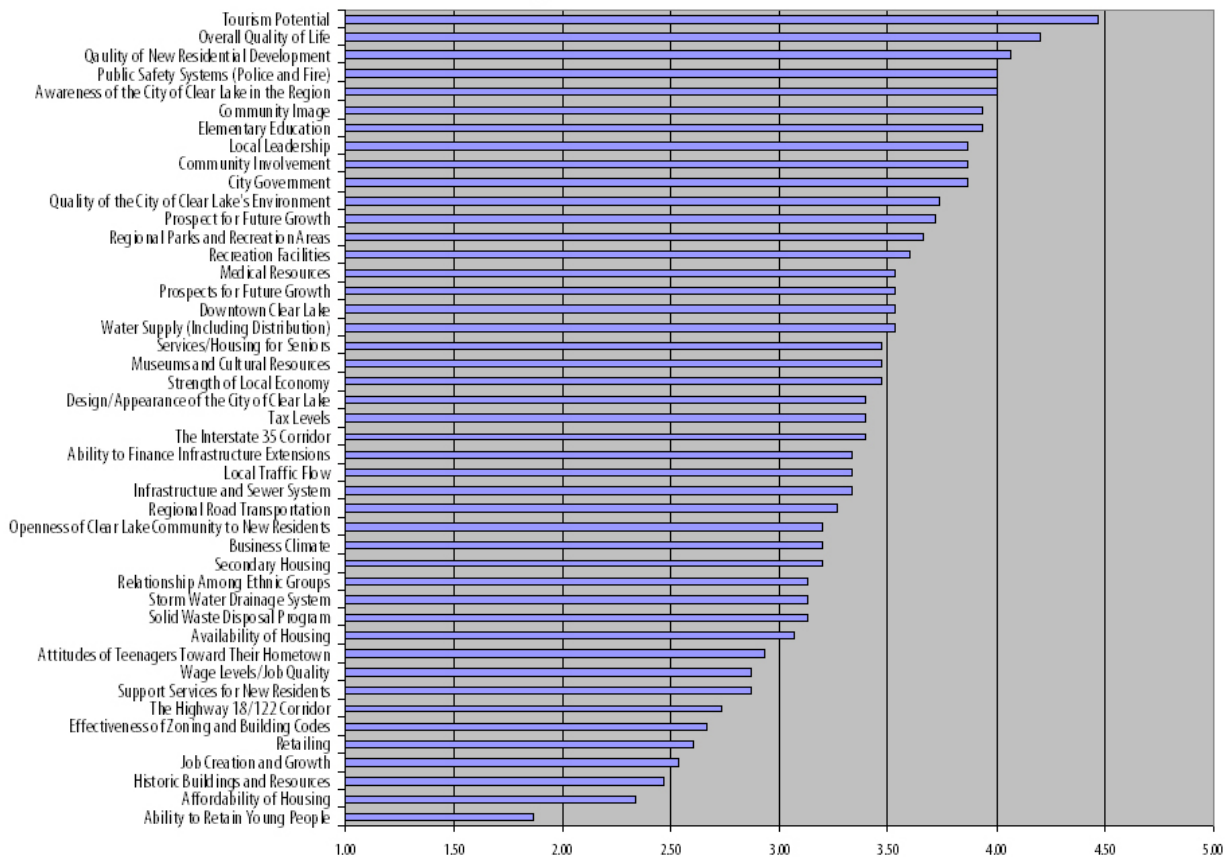


- Tourism Potential
- Overall Quality of Life
- Quality of New Residential Development
- Public Safety Systems (Police and Fire)
- Awareness of the City of Clear Lake in the Region
- Community Image
- Elementary Education
- Local Leadership
- Community Involvement
- City Government
- Quality of the City of Clear Lake’s Environment
- Prospect for Future Growth
- Regional Parks and Recreation Areas
- Recreation Facilities
- Medical Resources
- Prospects for Future Growth
- Downtown Clear Lake
- Water Supply (Including Distribution)

The following were ranked as major weaknesses with aggregate scores below 2.5, listed in order from the lowest to highest relative score.

- Ability to Retain Young People
- Affordability of Housing
- Historic Buildings and Resources

Clear Lake Report Card (1-Poor, 5-Excellent)



Survey respondents believe that Tourism, Overall Quality of Life in Clear Lake, Public Safety and Clear Lake's Environment are among the greatest strengths of Clear Lake. Similarly services and facilities, like parks and recreation areas, medical resources, water supply, elementary education, new residential developments, etc. are also strong features in Clear Lake. On the other hand, respondents believe that Clear Lake is poor in its ability to retain young people, provide affordable housing, historic buildings and resources, job creations and growth, retailing and so on. Also, features such as solid waste disposal, storm water drainage, secondary housing, business climate, Highway 18/122 corridor, job quality and wage levels, infrastructure and sewer systems and relationships between ethnic groups could be improved.

B. Issues Identification

The second part of the survey included several open-ended questions covering a variety of topics relating to Clear Lake's assets and liabilities, important issues, local amenities, and community goals.

1. Important Issues

Participants were asked to list the five most important issues that they believe Clear Lake will face during the next five years. The responses were categorized under the following headings. The number following the issue indicates the frequency of the response.

Demographics and Growth (16)

- Declining Population/Demographic Trends (5)
- Attracting Families (4)
- Schools/School Enrollments (6)
- Aging Population

Environmental Quality and Recreation (12)

- Continued Clean Up of Lake
- Water Quality (9)
- Pedestrian/Bike Trails
- Maintain Recreational Infrastructure
- Need for an 18 Hole Golf Course

Economic Development and Job Growth (10)

- Establishing Business Friendly Environment
- Balanced Economic Growth (3)
- Quality Business Attraction/Quality Job Growth (6)

Downtown/Tourism (9)

- Maintain Numbers/Quality of Businesses (5)
- Grow Tourism
- Develop an Attractive "Front Door"
- Funding Planned Improvements (Downtown/Surf Ballroom Area)
- Define/Redefine Niche (Recreational)

Transportation/Infrastructure (7)

- Fire/Police Facilities
- Infrastructure Upgrades/Aged Infrastructure



- Public Transportation
- Road Improvements

Housing and Land Use (3)

- Affordable Housing (2)
- Land Use Issues (New Development and Redevelopment)

Other (3)

- Maintain Volunteer Base and Continued Community Support
- Regionalism and Intergovernmental relationships (2)

2. Favorite Areas

The respondents were asked to identify their favorite place and least favorite place in Clear Lake. The following received the most responses:

Favorite

- Downtown Clear Lake/Lakefront & Beach (10)
- On the Lake (2)
- Surf Ballroom (2)
- City Park(s)

Least Favorite

- City Park (maintenance)



- Appearance of I-35 Corridor and Interchanges (4)
- Parks and Recreation facility
- Areas with Noticable Vacant/Unkempt Property (2)
- Several of the Bars/Dining Establishments
- Area Around Swimming Pool

3. Assets and Weaknesses

Respondents were also asked to identify Clear Lake's greatest assets and weaknesses. They were asked to list down four greatest strengths and four major weaknesses. The results were then categorized into groups.

Clear Lake's Greatest Assets

Tourism & Location (20)

- Surf Ballroom (6)
- 4th of July Celebration (2)
- Tourism (3)
- Downtown Events (6)
- Between Des Moines and Minneapolis (3)

Recreation and Environment (15)

- Clear Lake
- Parks
- Public Recreation Potential

People and Civic Life (15)

- People- Strong and Supportive Community (8)
- Chamber of Commerce (2)
- City Government
- Public/Private Partnerships
- Financing for Public Projects
- Tax Base
- Talent of Key Players/Community Leaders

Infrastructure (3)

- Public Infrastructure (2)
- Schools and Library

Clear Lake's Greatest Liabilities or Weaknesses

Tourism/Economic Development (14)

- Poor Appearance of the Community's Front Door
- Segmentation of Community by Unnatural Features and Transportation Networks
- Effectiveness of Community Marketing Efforts
- Failure to Take Advantage of Community Assets
- Slow/Unsustained Economic Growth (4)
- Lack of Retail Variety/Retail Decline (3)
- Proximity to Mason City
- Labor Shortages
- Lack of Business Support for Tourism

Environment and Recreation (10)

- Water Quality/Depth of Lake (3)
- Lack of a Trail System/Sidewalk Conditions (3)
- Private Nature of Lake
- Condition of Docks/lakefront
- Lack of an 18 Hole Golf Course

Housing and Demographics (10)

- Lack of Affordable Housing (6)
- Current Demographic Trends (2)
- Shinking School Enrollment (2)

Civic Concerns (9)

- Building Code
- Planning & Zoning Department
- Lack of Local Public Transportation
- Voters can be Unsupportive of Infrastructure Improvements
- Economic Development/Chamber of Commerce Leadership (2)
- Apathy of Community and City Officials
- Perception of “Elitist” Community
- Drugs

C. Goals and Priorities

In addition to identifying major issues and concerns and Clear Lake’s strength and weaknesses, Steering Committee Members were asked to write down what they believe should be the City’s most important goals for the next 10 years. Major priorities were attracting and retaining young families, providing choices of housing, Lake restoration and maintaining parks and recreation facilities. The responses were categorized as following:

Demographics and Housing (14)

- Attract and Retain Young Families with School Age Children (11)
- Provide a Range of Affordable Housing (3)

Environmental and Infrastructure Improvements (14)

- Lake Restoration/Water Quality (5)
- Update/Upgrade City’s Infrastructure (5)
- Upgrade Public Facilities, Parks and Amenities (4)

**Economic Development and Tourism (11)**

- Economic Growth/Quality job creation (5)
- Continue Revitalization of Downtown/Surf Ballroom Area (6)

D. Community Projects

At the end of the survey, Committee Members were asked to identify actions or specific goals that they would like to see the City of Clear Lake accomplish during the next 10 years. The following actions received the most responses. Most respondents emphasized actions such as Lake restoration, improving the downtown, improving infrastructures and public facilities and housing. The lists of actions identified by the Committee are as follows:

Environment & Recreation (12)

- Continue Lake Restoration (4)
- Develop a Pedestrian/Trail System(3)
- 18 Hole Golf Course(2)
- Improve Lake Access

Downtown Area and Tourism (10)

- Continue Renovation and Improvements to the Heart of the Community (5)
- Create a “Front Door” for the Community
- Seek and Support Resort Type Development (3)
- Market the Community

Aesthetics & Transportation (7)

- Improve the Appearance of Highway Corridors and Interstate Interchanges (2)
- Improve Street System and Road Infrastructure (4)
- Provide Public Transportation

Economic Development and Growth (6)

- Quality Job Creation (4)
- Promote Industrial Development
- Promote Retail Development
- Market the Business Community and Development Areas
- Housing and Growth (4)
- Attract Young Families with School Age Children(2)
- Provide a Range of Affordable Housing (2)

Public Facilities (4)

- Reorganize for Efficiency
- Provide New Facilities for Department in Need (3)

FOCUS GROUP MEETINGS

A series of Focus Group Meetings were conducted for additional community input on issues concerning Clear Lake residents. It is important in a planning process that the opinions and perceptions of people who live in the community be considered. A total of five Focus Group Meetings were held, as listed below:

1. Chamber of Commerce, CVB, Special Events, and Tourism.
2. Economic Development, Business & Industry.
3. Developers, Builders, & Realtors.
4. City Officials.
5. Arts, Cultural, & Civic.

The discussion during each meeting was documented and analyzed to identify general trends in the perceptions of community members. Primary issue areas discussed during the meetings included:

- Quality of Life
- Tourism
- Business Development and Recruitment
- Retail Market
- Housing
- Infrastructure
- Land use
- Parks/Recreation/Green Space

Focus Group Summary

This Section outlines the major ideas that came out during the meetings. The Appendix of this document contains a detailed transcript of the focus group comments. Major comments included:

Quality of Life

- General consensus that Clear Lake has a high quality of life, and that has drawn people to come to the community. This is evident from the high investments people have made in vacation and second homes.
- Therefore, the City needs to preserve the small-town, friendly, family-oriented character that has drawn people in the past, as well as enhance the quality of life with civic improvements. The Lake restoration and City Beach improvements are outstanding examples of such projects.
- Unlike most Iowa communities, Clear Lake is about the arts, culture and recreation and those components need to be the focus of community improvement efforts.
- The Arts Center has facilities that can be made available for off season, informal music activities.
- There is the need to do more to encourage artists to come to Clear Lake and grow the arts community. Need to revisit the “arts district” concept from the Downtown Plan.
- While there is a segment of the community that is resistant to change, we need to keep moving forward – to develop good plans and stay at them.

Tourism

- A primary need, that will increase tourism, is signage at the major gateways identifying the downtown and Lake as tourist attractions.
- In addition, gateway entrance enhancements such as boulevard and landscaping improvements should be undertaken at the Highway 18/I-35 entrance.
- Wayfinding signage is also needed because it is not easy for visitors to find the downtown and lakefront district.
- There is a lot of potential to build on the Buddy Holly Surf Ballroom and Crash Site resources for increased tourism. Ideas for linking cultural sites together with the trolley should be pursued.
- Another major tourism potential is the arts. The Arts Center is a major community resource that should be the focus of enhancing the cultural component of tourism.

Business Development & Recruitment

- The community learned from the loss of a major manufacturer in the 90's that the best focus for recruitment is small companies, not the very large companies.
- The high-quality companies that Clear Lake would like to attract are first concerned about quality-of-life amenities that the City has to offer
- Businesses in Clear Lake, both downtown and on Highway 18, suffer from the loss of full-time residents in the winter.
- The Surf Ballroom, and the area around it, are very important features of the community that should be supported.
- Downtown needs to continue to be a focus of Clear Lake's economic development efforts.
- Need to continue local economic development efforts, like creation of Teamquest, Clear Lake Specialty Products, and Kingland Systems.

Retail Market

- Have to get beyond nostalgia for the past and a focus on the decline of traditional retailing on



Main Street. Need to look at a new market niche for Main Street. The new focus needs to be in specialty retail.

- The City needs to redouble its efforts in marketing the downtown. Should revisit the Downtown Plan to see what is needed next.

Housing

- The Clear Lake housing market is unique in that there is the "normal" market and then there is the lakefront market. At the time of this report, there were twelve lakefront properties for sale from \$530,000-\$850,000.
- There is a very high unmet demand for condos on the Lake.
- Older lakefront property owners often sell for the windfall profit and buy a new home in Clear Lake.
- Changes in the federal tax laws and increases in baby boomer retirees has driven up the second home/vacation home market.
- Downtown upper floor housing is seen as an untapped market.
- At the time of this report, there were 17 single-family homes on the market priced between \$37,000 and \$99,000 and 67 homes priced between \$100,000 and \$599,000. This inventory was viewed as typical for this time of the year (November).

- You have to pay a 15-20% premium for a house in Clear Lake, as compared to the surrounding communities. This cost difference drives many young families to locate in Mason City and elsewhere, although they would rather live in Clear Lake.

Infrastructure

- The lack of a community-wide master plan has resulted in piecemeal development and deferred maintenance of City infrastructure. A comprehensive street plan to show where future streets should be is a major need.
- Storm water management is a major concern. With the Lake, it is of primary importance that the City deal with runoff and pollution.
- Development standards for private street construction need to be established.

Land Use

- Current issues dominated the land use discussions, focusing on the reuse possibilities for Lincoln School.
- Concern was also expressed about the use of the vacant property at the north end of Central Gardens.

Parks/Recreation/Open Space

- Lots of concern about the need to add park facilities as the City grows. Currently, there is no requirement for developers to add parks with their housing. Also, there is concern about clear-cutting of mature trees and the lack of any regulations to preserve trees and require planting of trees with new development.
- Need to coordinate new development storm water management facilities with green space and park planning.
- Trails should be a priority for the community. Need to follow up on the City side to complete the trail around the Lake. There hasn't been much focus on development of City trails in recent years.
- The defunct adult softball complex, and adjacent available land, provides the City an opportunity to

provide needed park facilities.

- Enhancing public access to the Lake should be a focus of an overall park plan.
- Wayfinding signage is needed to direct the public to City facilities.
- An 18-hole golf course would benefit both local residents and help to draw business meetings/conventions.

DEVELOPMENT GOALS

This Section presents the goals to guide Clear Lake's future development. These Development Goals are derived from the consideration of participants' perceptions and needs, stakeholder input, and the deliberations and comments of the Comprehensive Plan Steering Committee. They provide the guiding assumptions for the development concept and implementation components of the Comprehensive Plan that follows. The specific goals derived for the community are listed below:

Quality of Life:

1. Retain and expand the small town, friendly character of the community while enhancing the quality of civic facilities that focus on arts, culture and recreation.
2. Continue with the community improvement proj-



ects such as Lake restoration and beach improvements for enhancing the heart of downtown and maintaining the quality of life.

3. Focus on enhancing public access to the Lake while also improving the aesthetics of the lakefront area and the immediate surrounding area.
4. Create walkable neighborhoods with safe sidewalks and trail systems to promote a healthy lifestyle for all residents, including seniors, and attract families with children.
5. Provide, maintain, and support the necessary public facilities that reflect Clear Lake's community values.

Tourism:

1. Install a top quality community signage system and gateway features at entryways for attracting visitors to downtown Clear Lake and the Surf Ballroom.
2. Link cultural sites together with recreational trails and/or a trolley system to encourage participation in Clear Lake's various attractions.
3. Identify a theme graphic promoting Clear Lake that incorporates both the lake and downtown district.
4. Develop an effective wayfinding system for visitors to find the downtown and lakefront district, as well as the various cultural and recreational attractions.
5. Develop a community slogan promoting Clear Lake as north Iowa's most unique downtown.
6. Take advantage of Clear Lake's unique character and market the community as a resort town to seek for interest in resort-type developments.
7. Continue to expand and support tourism events aimed at bringing visitors to the city on a routine basis.

Retail Markets and Business Developments

1. Continue the economic development focus on downtown to preserve the vitality of downtown and increase local businesses on Main Street.
2. Support increased regional collaborative marketing efforts.



3. Encourage growth of existing businesses and focus business recruitment activities on attracting small companies that create local jobs rather than large companies.
4. Focus economic development on creation of jobs that will aid in retaining young people in Clear Lake.
5. Stronger marketing efforts should be developed for marketing downtown Clear Lake.
6. Focus should be placed on speciality retail stores and local markets rather than national "chain" stores, for visitors to enjoy unique shopping and dining experiences.

Housing

1. Attract and retain young families to Clear Lake by providing a range of housing options and incentives in Clear Lake, as in other surrounding cities.
2. Meet the housing market demands for affordable homes and encourage young families with school age children to live in Clear Lake.
3. Encourage a mix of quality housing alternatives such as townhomes, and condos, that are affordable and attractive to all income levels and ages.
4. Strengthen community character by encouraging the maintenance and improvement of the existing

housing stock.

5. Use the City's excellent schools as a marketing tool and valuable asset to attract new families and assist in increasing school enrollment numbers.

Land Use and Infrastructure

1. Provide adequate land for projected growth in a manner that will preserve the character of Clear Lake.
2. Focus on redevelopment opportunities that make use of Clear Lake's vacant buildings and lands.
3. Develop a Comprehensive Plan for upgrading existing infrastructure and provide future infrastructure investments that corresponds to Clear Lake's growth potential.
4. Research the possibilities of providing options for public transportation dedicated to serving the residents and visitors of Clear Lake, with particular focus on maintaining and expanding the Trolley.
5. Promote community strengths and connectivity among new and established neighborhoods by ensuring balanced growth in a unified manner.
6. Ensure that future development adheres to the overall community's image and long-term growth goals.
7. Develop better storm water management system standards to deal with water runoff and pollution problems.

Parks/Recreation/Open Space & Trails

1. Provide additional park and recreation facilities as the community grows to maintain a high level of parks and recreation service.
2. Maintain and enhance the quality of services and environment of the existing parks and recreation facilities.
3. Develop an interconnected system of parks, recreation facilities, greenways and trails and coordinate the wayfinding signage system to direct the visitors to these public facilities.
4. Develop the recreation/softball complex and adjacent available land as a neighborhood park and recreation facility.
5. Follow up on the Cerro Gordo County Trails Plan to complete the trail around the Lake and also focus on improving existing trails, as well as developing new trails connecting Clear Lake to surrounding communities and regional trails.
6. Encourage developing an 18-hole golf course that would benefit local residents, attract visitors and also help draw business conventions to Clear Lake.



CHAPTER THREE GROWTH AND LAND USE



GROWTH AND LAND USE

This Chapter considers Clear Lake's existing land use characteristics and projects the amount of land needed to accommodate the City's projected 2025 population of 7,664. The Chapter also identifies areas for future growth in the City, taking into account the Community Goals and Development Principles outlined in the previous chapter. The Chapter then establishes development policies that will guide future land use decisions in the City.

This Chapter is divided into the following sections:

- I. Existing Land Use Analysis
- II. Population and Growth Context
- III. Principles of Smart Growth
- IV. Development Concept and Land Use Policies
- V. Framework for Decision Making

EXISTING LAND USE CHARACTERISTICS

This Section examines the land use characteristics and trends affecting the amount of land needed to accommodate future development in Clear Lake, Iowa. Map 3.1 and Table 3.1 summarize current land uses in Clear Lake and the surrounding area based on a 2007 field survey completed by RDG Planning & Design. Table 3.2 compares Clear Lake's land use distribution with those of Polk City, Waukee and Pella, growing communities of comparable size or proximity to metro areas.

The character of development can be summarized into four major categories:

- Residential Uses
- Commercial Uses
- Industrial Uses
- Civic/Parks and Recreation Uses.



Residential Uses

As indicated in Table 3.1, residential uses constitute Clear Lake's major land use category, accounting for 42.3% of the developed land in Clear Lake, or 1079.40 acres of residential use. Low density, single family residential developments are the largest residential use in Clear Lake which accounts for approximately 90% of residential land. It indicates that Single Family Residential housing dominates the community's housing stock.

Table 3.2 compares land use distribution in four similarly-sized Iowa communities. As indicated, Clear Lake has a lower percentage of land in residential use than Polk City and Waukee and higher than Pella. Polk City and Waukee, as Des Moines metro area bedroom communities, would logically have high residential percentages. Pella, as an independent community outside the influence of larger cities, would also have more of a mix of land uses, resulting in a lower residential percentage. As compared to Pella, Clear Lake's higher percentage of residential land use reflects its proximity to Mason City and also its tourism orientation.

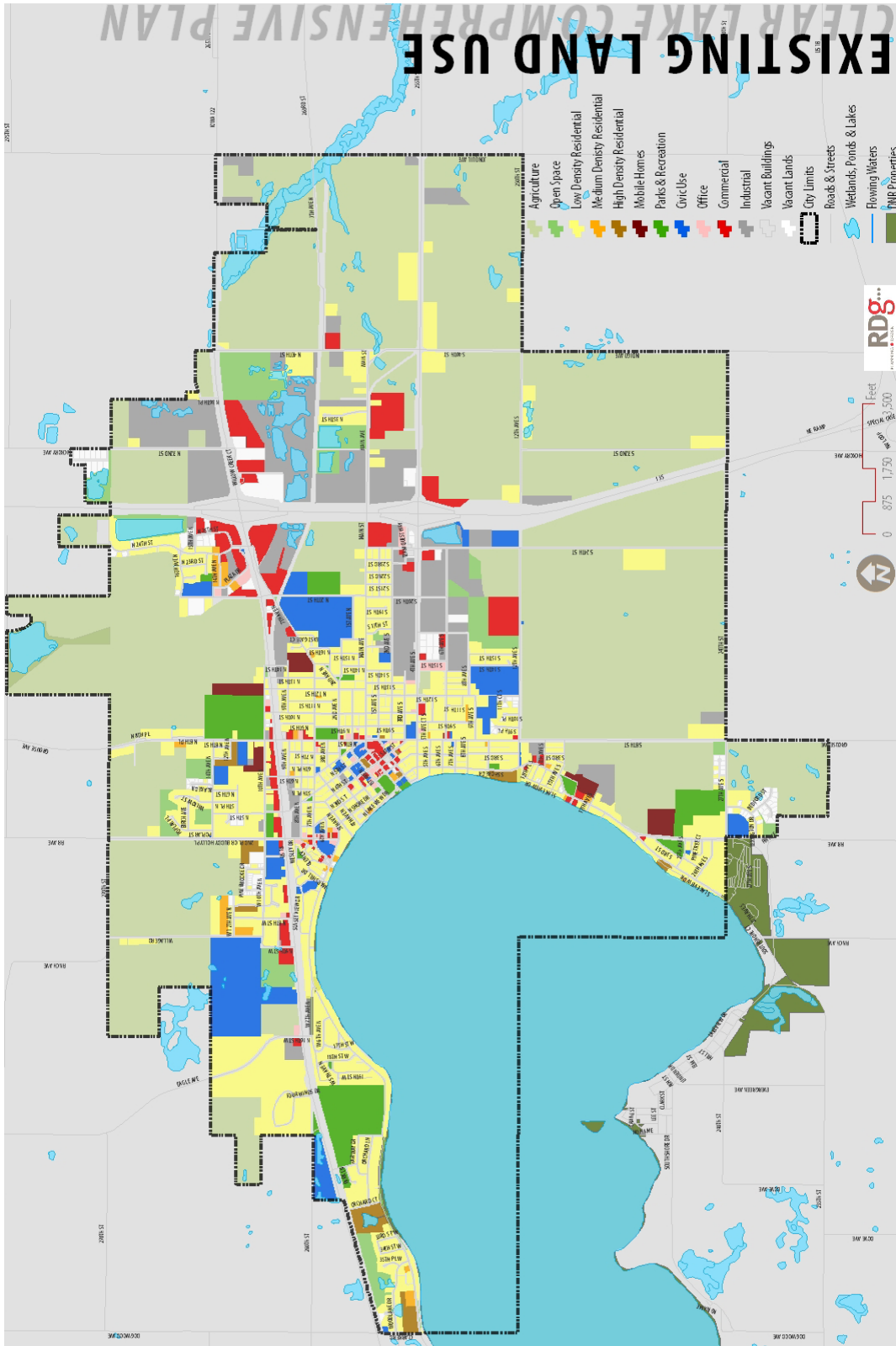


TABLE 3.1: Land Use Distribution, 2002

Land Use Category	Acres	% Of Developed Land	Acres per 100 People
Residential	1079.40	42.3%	13.23
Low Density Residential	977.13	38.3%	11.97
Medium Density Residential	26.75	1.0%	0.33
High Density Residential	37.06	1.5%	0.45
Mobile Home	38.47	1.5%	0.47
Commercial	367.81	14.4%	4.51
Office	197.63	7.7%	2.42
Strip Mall	0.00	0.0%	-
Retail and General Commercial	170.18	6.7%	2.09
Auto Services	0.00	0.0%	-
Industrial	506.97	19.9%	6.21
General Industrial	295.48	11.6%	3.62
Warehousing	0.00	0.0%	-
Regional (Mining/Tank Farm)	211.49	8.3%	2.59
Ag Industrial	0.00	0.0%	-
Civic	240.23	9.4%	2.94
School	0.00	0.0%	-
Public Facilities and Utilities	0.00	0.0%	-
Other Civic Uses	240.23	9.4%	2.94
Parks and Rec.	157.98	6.2%	1.94
Transportation	356.05	14.0%	4.36
Total Developed Land	2550.46	100.0%	31.25
Agriculture and Open Space	3698.03	58.2%	45.31
Vacant Urban Land	107.96	1.7%	1.32
Total Area	6356.44		

Source: RDG Crose Gardner Shukert

Commercial Uses

Approximately 14.4% of the City's developed land is commercial use. With a total developed commercial land of about 368 acres, this category includes offices, strip malls, retail and general commercial stores and auto services. There is very little localized commercial development outside the City limits.

The amount of commercial land in Clear Lake is greater than Polk City, Waukee and Pella. This is likely due to its location on Interstate 35 and the

concentration of hospitality services that have resulted. Also, however, it reflects Clear Lake's growing local commercial market as it attracts more tourists to the area.

Industrial Uses

Industrial land uses constitute the second largest amount of developed land in Clear Lake. About twenty percent of developed land, or 506.97 acres, of the total amount of developed land is used for

TABLE 3.2: Comparative Land Use Distribution

	% of Developed Area			
	Clear Lake	Polk City	Waukee	Pella
Residential	42.3%	60.2%	59.0%	31.3%
Commercial	14.4%	4.6%	3.5%	3.6%
Industrial	19.9%	0.5%	7.8%	8.5%
Civic	9.4%	7.7%	16.1%	26.1%
Parks and Recreation	6.2%	3.7%	3.3%	5.1%
Total Civic and Parks & Rec	15.6%	11.4%	19.3%	31.2%
Transportation	14.0%	23.4%	10.4%	25.0%
Total Developed Area	100.0%	100.0%	100.0%	100.0%
	Acres per 100 Residents			
	Clear Lake	Polk City	Waukee	Pella
Residential	13.23	12.49	16.11	9.24
Commercial	4.51	0.96	0.97	1.06
Industrial	6.21	0.11	2.13	2.5
Civic	2.94	1.59	4.39	7.76
Parks and Recreation	1.94	0.76	0.89	1.62
Transportation	4.36	4.85	2.85	7.38
Total Developed Area	77.89	20.75	27.33	29.57

Source: RDG Crose Gardner Shukert

warehousing, general-industrial, regional (mining/tank farm) or agriculture industrial purposes. This is a relatively large percentage, as reflected in the comparison communities' smaller numbers. In fact, Clear Lake has more than double the industrial land than the other communities. This may be due to the large amount of boat storage facilities that exist in Clear Lake. Whatever the reason, Clear Lake has an ample supply of industrial land.

Civic/Parks and Recreation Uses

Civic/Parks and recreation uses comprise 15.6% of the developed land in Clear Lake. This category includes uses such as schools, institutions, public utilities, parks, recreation facilities, libraries and civic buildings.

Clear Lake has more civic/recreation land than Polk City but less than Waukee and Pella. Park and

recreation land is a significant portion of civic land in Clear Lake. Clear Lake has the largest percentage of park land compared to the communities such as Polk City, Waukee and Pella. At 1.94 acres per 100 people, Clear Lake has an acre more of park land per 100 residents than these comparison cities.

II. POPULATION AND GROWTH CONTEXT

Population and development projections help to guide forecasts of land consumption in Clear Lake for coming years.

Residential Land Use Projections

Forecasts of future land needs in Clear Lake are based on population and development projections for the planning period up to the year 2025. Land use projections presented here forecast a target year 2025 population of 8,726. Table 3.3 presents the housing demand through the planning period utilizing these projections. This analysis is based on following assumptions:

- To project annual demand, the number of units needed in a given year (number of households plus projected vacancy rate) is compared with the number of units available during that year (housing supply during the year less the units that leave the housing supply and must be replaced). Twenty year demands are based on multiples of the five-year demand.
- A projection of average annual construction of 35 dwelling units where half of the units are assumed to be vacation homes.
- Household size in Clear Lake is expected to decrease from 2.28 to 2.26 and remain at this rate until 2015. The household size after 2015, through 2025 is assumed 2.24.
- The 2000 census indicated that the City's vacancy rate was 16.7%, however construction of vacation homes in last few years has likely contributed to a higher vacancy rate, which is estimated at roughly 21.7% in 2005. The eventual increase in senior population and construction of retiree's homes could affect this trend in the coming years. It is assumed that the vacancy rate remains the same after 2005 through the planning period.
- The projection model assumes a replacement need of 16 units per decade, compensating for housing lost to demolition, redevelopment, or conversion



to other uses.

The results of the twenty-year housing need projection show a cumulative housing demand of 552 units, including a replacement need of 30 units, resulting in an average annual construction of 28 units.

Table 3.4 provides an overview of the construction activity between 2001 and 2006. If we look at the residential activity in Clear Lake in last 5 years (Table 1.7 from Chapter 1, reproduced here), we see that the total average new residential construction is 35. In Chapter 1, for Population Projection, we assumed that half of the new constructions are vacation homes or redevelopments of the old houses.

These housing projections are further used to estimate the amount of land needed to accommodate residential growth during the planning period.

It is anticipated that single-family detached units will remain the predominant housing form in Clear Lake throughout the planning period. Most of the new housing is anticipated to develop outside downtown Clear Lake within the City limits. According to the 2000 Census, single-family detached units constitute about 70% of the City's housing stock and multi-family units about 18%. However,

TABLE 3.3: Projected Housing Development Demand

	2005	2010	2015	2020	2025	Total
Population at the End of Period	7,920	8,121	8,323	8,524	8,726	--
Household Population at End of Period	7,673	7,868	8,063	8,258	8,453	--
Average People/Household	2.28	2.28	2.28	2.24		--
Household demand at End of Period	3,365	3,481	3,568	3,687	3,774	--
Projected Vacancy Rate	21.70%	21.70%	21.70%	21.70%	21.70%	--
Unit Needs at End of Period	4,298	4,446	4,556	4,708	4,819	--
Replacement Need	--	8	8	8	8	30
Cumulative Need	--	156	118	159	119	552
Average Annual Construction	--	31	24	32	24	28

Source: RDG: Planning & Design

Table 3.4: Clear Lake New Residential Building Permits 2001-2006

Type	2001	2002	2003	2004	2005	2006	Total	Average	People/HH	Pop_Growth
New Single Family	15	23	15	17	30	26	126	21		
New Multifamily (units)	6	0	6	30	30	14	86	14		
Total New Residential Construction	21	23	21	47	60	40	212	35	2.28	484

townhomes, attached units and condos are becoming very popular in Clear Lake. Demand for multifamily housing is increasing.

Based on these trends and the existing distribution of housing types in Clear Lake, the following allocation of housing stock is proposed to describe the City's housing market through 2025:

- 60% Single Family Detached
- 20% Single-Family Attached, Duplexes and Townhomes
- 20% Multi-Family

Construction of vacation homes, new townhouses and condo developments are part of redevelopments

going on around downtown Clear Lake. Increasing population between older age groups and new townhouses constructions suggest that higher density housing forms that maintain the single family characteristics (single-family attached and townhomes) will start to become popular. However, Single Family Residential Developments still remain the dominant form of housing type in Clear Lake, Iowa.

The residential land projections estimate the amount of land that will be needed to accommodate growth through 2025. The projections are based on the following assumptions:

- Average gross housing densities are assigned for various housing types. On average, three single family detached units will require one acre of land,

six single family attached units will require an acre and the average gross density of multi-family development will be 12 units to an acre. The projected allocation of each unit type, divided by the estimated average gross density, produced the amount of land needed to accommodate each housing type.

- Land designated in the plan for residential development over the planning period should equal twice the area that new growth actually needs. This is necessary to preserve competitive land pricing and provide consumer choice.

Based on these assumptions, Table 3.5 displays the amount of new land that will be required for additional residential development.

To accommodate the housing growth, it is projected that the City will need an additional 143 acres of residential land. Using the rule of designating land at a rate of two times the “hard demand”, it is suggested that about 285 acres be reserved for residential development over the next 20 years. The actual development concept outlined later in this document identifies areas in which this potential development should occur.

Because demand for commercial growth is expected to continue, accommodating this growth must be a significant part of Clear Lake’s development strategy. It is important that adequate space for commercial and retail activities be allocated to meet the future market needs.

Two methods are used to estimate the land need for commercial use:

- A Population Service Relationship: This method relates commercial growth to population projections. It assumes that the absolute amount of commercial land per 100 people will remain the same and that new commercial development will grow in proportion to population growth.
- A Residential Use Proportion method: This method assumes a constant relationship between the amount of land used for residential and commercial purposes, thereby relating commercial growth directly to residential development rates.

Table 3.6 compares the results of these two methods, suggesting a need for 37 to 50 acres of commercial land during the next twenty years. This would account for only new commercial construction and not for additional commercial operations in existing vacant sites.

As with the residential land projection, the amount

Projections for Commercial Development
Table 3.5 Required Residential Land 2005-2025

2005-2015	% of Demand	Units	Gross Density (du/A)	Land Needs	Designated Land (x2)
Single Family Detached	60%	164	3	54.7	109.4
Single Family Attached	20%	55	6	9.1	18.2
Multi-family	20%	55	12	4.6	9.1
Total	100%	274		68.4	137
2015-2025					
Single Family Detached	65%	181	3	60.3	121
Single Family Attached	20%	56	6	9.3	19
Multi-family	20%	56	12	4.6	9
Total	100%	292		74.2	148
Total 2005-2025		566		142.6	285

Table 3.6: Required Commercial Land For Clear Lake, 2005-2025

	2005	2015	2025	Conversion Need	Designated Land (x1.5)
Population Proportion Method					
Projected Population	7,920	8,323	8,726		
Comm Use/100 res.	4.51	4.51	4.51		
Projected Commercial Use (acres)	356.95	375.36	393.52	37	55
Residential Use Proportion Method					
Residential Land (acres)	1,079.40	1,147.79	1,221.96		
Commercial/Residential Ratio	0.330695	0.330695	0.330695		
Projected Commercial Use (acres)	356.95	379.57	404.10	47	71

TABLE 3.6: Estimated Industrial/Business Park Land Requirements, 2005-2025

Population Proportion Method	2005	2015	2025	Conversion Need	Designated Land (x3)
Projected Population	7,920	8,323	8,726		
Industrial Use/100 res.	6.21	6.21	6.21		
Projected Industrial Use (acres)	492.00	517.02	542.04	50.04	150.13
Residential Use Proportion Method					
Residential Land (acres)	1,079.40	1,147.79	1,221.96		
Industrial/Residential Ratio	0.455808	0.455808	0.455808		
Projected Industrial Use (acres)	492.00	523.17	556.98	64.98	194.94

of commercial land that should be designated is more than the actual projected demand, in this case one and a half times more. The population service relationship method results in a conversion need of 37 acres and a designated land need of 55 acres of land. The residential use proportion method results in a conversion need of 47 acres and a designated land need of 71 acres.

Industrial Development

The need for industrial land is less directly related to population growth, making it much more difficult to predict. A single major corporate decision can dramatically increase (or decrease) the projected industrial demand in a community. In addition, a decision by a city to pursue industrial development aggressively can affect industrial land needs.

However, the projection methods used to predict commercial demand may also be used to ap-

proximate industrial needs. Population proportion method or Residential use proportion method can be utilized to project the amount of industrial and business park land needed in Clear Lake throughout the 20 year planning period. Table 3.7 displays projected industrial and business park land needs for Clear Lake through 2025.

Based on Clear Lake’s current proportion of industrial land to number of residents, it is projected that the city will experience a demand for between 50 to 65 acres of industrial and business park land through the year 2025. In order to provide maximum flexibility, the land use plan should designate about three times the “hard demand” for industrial use. Under this assumption, Clear Lake should provide between 150 and 195 acres of industrial and business park land.

III. PRINCIPLES OF “SMART GROWTH”

Residential and commercial growth is an important component of sustaining a high-quality community. On the other hand, it is also believed that growth brings loss of identity and community character. However, if guided by sound principles, growth can enhance the special qualities of a community. This section presents ‘Smart Growth’ principles that can guide Clear Lake’s future growth while also enhancing its identity and community character.

Smart Growth is a planning and transportation theory that concentrates growth in the city to avoid sprawl and advocates walkable, bicycle-friendly land use, including mixed use development with a range of housing choices. Smart Growth represents a set of principles that allows a community to accommodate development, but to manage it in a way that maintains order, efficiency and unity. The goal of Smart Growth is to implement land development principles that are profitable for developers while being community oriented, environmentally sensitive, and fiscally responsible. Its goals are to achieve a unique sense of community and place; expand the range of transportation, employment, and housing choices; equitably distribute the costs and benefits of development; preserve and enhance natural and cultural resources; and promote public health.

Practical principles applied to smart growth visions will ensure that development and protection of public and environmental interests are congruent. The smart growth principles guiding the Clear Lake Plan are as follows:

1. Mix Land Uses

- Diversify activity in neighborhoods.
- Combine housing types in neighborhoods.
- Locate a variety of uses near one another, allowing for alternatives to automobile travel.

The principle of mixed land uses is central to smart growth. A development pattern that encourages a

mix of land uses provides a diversity of activities in a community. It promotes vitality, the perception of security, and the use of public spaces. A variety of uses can also reduce the distances that people travel by car to conduct their daily lives. A mixed land use pattern also encourages a variety of housing types. Even in new projects, the development of housing above what would otherwise be single-story, single office and commercial establishments adds vitality to business areas and increases the economic yield on property. More communities are finding that by mixing land uses neighborhoods are more attractive to workers considering quality of life criteria in their housing decisions. This principle applied to Clear Lake will provide residents with lots of housing choices and create opportunities for high density housing such as townhouses and condos conveniently located near commercial/civic activities.

2. Encourage Distinctive Communities with a Sense of Place

- Promote development that reflects the character of the community.
- Build cohesiveness among residents and maintain a community identity that creates a sense of membership.
- Create a physically attractive atmosphere for prospective homeowners and businesses.

With the adoption of smart growth principles, Clear Lake would be able promote development that reflects the character of the community and maintains a sense of structure and connectedness. Specific actions will be needed for improving existing conditions to achieve these qualities. Identified features include areas, such as the lakefront, downtown, Buddy Holly Place, Central Gardens, as well as more recent civic investments, including parks and schools. Using these features and developing others that acknowledge a sense of connectedness will assure that the new and established areas together form a unified whole.

3. Make Full and Efficient Use of Urban

Services

- Encourage the rehabilitation or redevelopment of aging properties.
- Develop contiguously to existing urban development.
- Use public infrastructure efficiently and avoid development that prevents or discourages extension of urban services into future development areas.
- Encourage compact development patterns.

Smart growth development principles demand efficient use of existing and future public infrastructure. Pressures in real estate market results in deterioration of older parts of community while new development in the fringes flourishes. For efficient use of urban infrastructure and services, it is required that existing developed areas of town be maintained as viable areas for dwellings and commerce.

Most of these areas contain structures that are feasible for rehabilitation and reuse. Incentives should be provided to assure that such rehabilitation and maintenance takes place. As Clear Lake continues to grow beyond currently developed areas, it will be called on to extend water and sewer lines. It is essential that this substantial investment be used as effectively as possible and yields the greatest benefits to the community. A policy of balance between investment in these infrastructure extensions and investment in maintaining existing infrastructure must be continued. A failure to do so will create serious economic penalties and increase the cost per unit of major urban investments.

4. Create Housing Opportunities and Choices

- Develop housing alternatives, reflecting the needs of a diverse population.
- Encourage housing that is affordable to a variety of income levels, integrating different housing types into the community.
- Consider multi-use buildings which integrate housing into business/office environments.

While Clear Lake has some multi-family units, most of its housing stock is single-family homes. No single type of housing can meet the needs of today's diverse households. Also, a growing community should provide a range of housing choices for its citizens. These might include attached owner-occupied housing for empty-nesters; moderately priced units to help young families build equity in the community; and smaller lot single-family development in innovative design settings, as well as "standard" single-family development and high-end estate homes. Condo housing can mean single-family units on separate lots, duplexes, or townhouses. Residential development may also be incorporated into mixed-use projects to reduce separations between living places and activity centers.

5. Create a Walkable Community

- Ensure that all areas of the community are accessible by a complete network of sidewalks and trails.
- Locate key activity centers within walking distance of residential areas.
- Design streets so that traffic moves at speeds that allow for pedestrian activity.

Developments of the late 20th century communities are focused more on auto-dependency and uses street patterns that can make pedestrian movement unsafe. However, recently communities have begun to refocus on pedestrian access and walkability as important aspects of community design. In a truly walkable community, neighborhood commercial services, schools, and other activity centers are located within a five- to ten- minute walking distance of residential areas. While the safe, walkable neighborhood concept is more popular among the older population and families with children, today younger people are also attracted to such communities. Walkable communities not only excel in healthy lifestyles and safe neighborhoods, they also increase the opportunity for social interaction and expand

transportation options.

In walkable communities, the pattern and design of development should serve a range of users including pedestrians and bicyclists, as well as motorists, moving them around the community in a convenient and efficient manner. Thus, such design requires sidewalks on both sides of streets in new developments, multi use trails in appropriate areas, retrofitting sidewalks into older residential and commercial neighborhoods, better linkages among community destinations and so on.

A good transportation network plan for Clear Lake which uses special design techniques to ensure that street traffic is consistent with pedestrian safety is required for creating a safe pedestrian environment. It is important that pedestrian safety requirements be met when linking civic uses, parks and recreation areas and schools.

6. Conserve the Community's Natural

Resources

- Preserve open space, farmland, and critical environmental areas.
- Sustain special ecosystems for natural habitat and recreation.

By preserving open spaces, communities can ensure an adequate balance between the built and natural environment. Open spaces improves the quality of a community and provide important community spaces, habitat for plants and animals, recreational opportunities, and places of natural beauty. It is also important to preserve environmentally sensitive areas such as floodplains in order to prevent adverse environmental impacts. Of course, preservation of the lake is Clear Lake's primary natural resource conservation priority. Applying smart growth principles to the Clear Lake City Plan also encourages the incorporation of other water bodies, wetlands, parkland, and farmland into the city's overall growth concept, using them as ways to add quality to the

city. Good development practices can encourage the preservation of these features, while permitting developers and landowners to realize a reasonable yield on their property.

7. Diversify Transportation Modes

- Link and connect street systems so as to disperse traffic and provide alternatives to use of major streets.
- Design streets so that traffic moves through neighborhoods at appropriate speeds.
- Encourage walking and bicycling as viable, attractive alternatives to driving.

Many communities have begun to realize a need for a wider range of transportation options. A completely auto-dependent urban pattern limits access to features of a growing community for such groups as young people and seniors. As Clear Lake grows, distances between major features will become greater. This increase in physical distance should not limit access. Techniques that increase the ability of all residents to move freely includes better coordination between land use and transportation, developing multi-modal streets that accommodate all forms of transportation, and increasing connectivity within the street network.

A good street system keeps neighborhoods connected while routing heavy regional traffic around residential areas. It provides a continuum of streets, including inter-neighborhood collectors that serve local traffic needs without requiring people to use major arterials.

It also uses design techniques to ensure that traffic speeds are appropriate to surrounding land uses and consider safety conditions. For Clear Lake, a good transportation system will keep neighborhoods connected to each other and also link them to the downtown area, as well as parks and recreational facilities.

8. Achieve Stakeholder Collaboration in Development Decisions and Provide Smart Growth Tools

- Provide land development guidelines that promote smart growth.
- Establish a process that encourages collaboration among all stakeholders.
- Institute a development review process that encourages, rather than obstructs, innovative types of development.

Zoning and subdivision guidelines, as well as the development review process, should provide flexibility and encourage creative designs that meet intended objectives, rather than compliance with arbitrary numbers. These measures will promote an appropriate mix of land uses, traditional neighborhood developments, and quality street system design.

Further growth can continue Clear Lake's tradition as a pleasant place to live. However, this development must reflect the needs of the community as well as the desires of developers. Ideas developed by the community through the strategic planning process and the implementation of smart growth principles laid out in this section will build stronger and more productive communication and facilitate implementation of the City of Clear Lake Comprehensive Plan.



IV. DEVELOPMENT CONCEPT AND LAND USE POLICIES

Smart growth principles provide general concepts pertaining to future development in Clear Lake. This section applies these general principles to concepts specific to Clear Lake and provides guidance for development decisions. This section presents land use strategies that will enable Clear Lake to plan successfully for projected growth and respond to the pressures of developments. The development plan should not be based only on calculated numbers and projections, but should also delineate logical boundaries for growth. Overall development patterns should reinforce the functional and aesthetic values and traditions of the community as new development extends into the surrounding landscape. New development should accommodate both vehicular and pedestrian mobility. In addition, Clear Lake's growth program should take maximum advantage of its existing resources and community characteristics. In light of growth trends and development projections, Clear Lake's growth program should align with the goals outlined in the Development Goals Section of Chapter 2: Strategic Planning Process.

Clear Lake's Development Plan should:

- Designate growth areas for residential development, designed to provide the appropriate amount of land for urban conversion.
- Use existing subdivision plats and infrastructure investments as first priorities towards meeting the city's development needs and objectives.
- Encourage residential growth patterns that accommodate housing affordable to a range of incomes.
- Ensure that new development maintains continuity and linkages between neighborhoods.
- Provide adequate land for Parks and Recreation Facilities, enhancing environmental attractions.
- Use Clear Lake's special assets such as the Lake, Surf Ballroom, and Buddy Holly Place to best advantage in framing the character of existing and

- new neighborhoods.
- Encourage adequate commercial growth on Main Street and the Highway 18 Corridor to respond to potential market needs.

New development in Clear Lake should be focused in those areas designated by the Development Concept and Future Land Use Plan. The Development Concept Plan for Clear Lake addresses the following major Components of the Plan:

- Compact Development Pattern
- An Interconnected Street System
- Major Growth Centers
- Commercial and Industrial Opportunities
- Special Development Areas
- A Linked Greenway/Trail System
- Framework for Decision-Making
- An Annexation Policy

A. COMPACT DEVELOPMENT PATTERN

New growth should utilize existing infrastructure to the greatest degree possible through a development pattern that builds on existing development. Smart development principles demand efficient use of existing and future public infrastructure. As Clear Lake grows, it will be called on to extend water and sewer lines. It is essential that substantial infrastructure investment continue to be efficient. It is important to define and channel growth into development areas which are currently sewerable and areas where city can potentially provide sewer services.

Public policies that execute this strategy should:

- Define and channel growth into development areas contiguous to existing infrastructure, existing developments, and with street patterns consistent with the city development concept.
- Limit outlying development in areas at odds with the city's development policies. Clear Lake should discourage the expansion of urban residential, commercial or industrial development to properties that are located beyond areas served by existing

or potential sewer extensions.

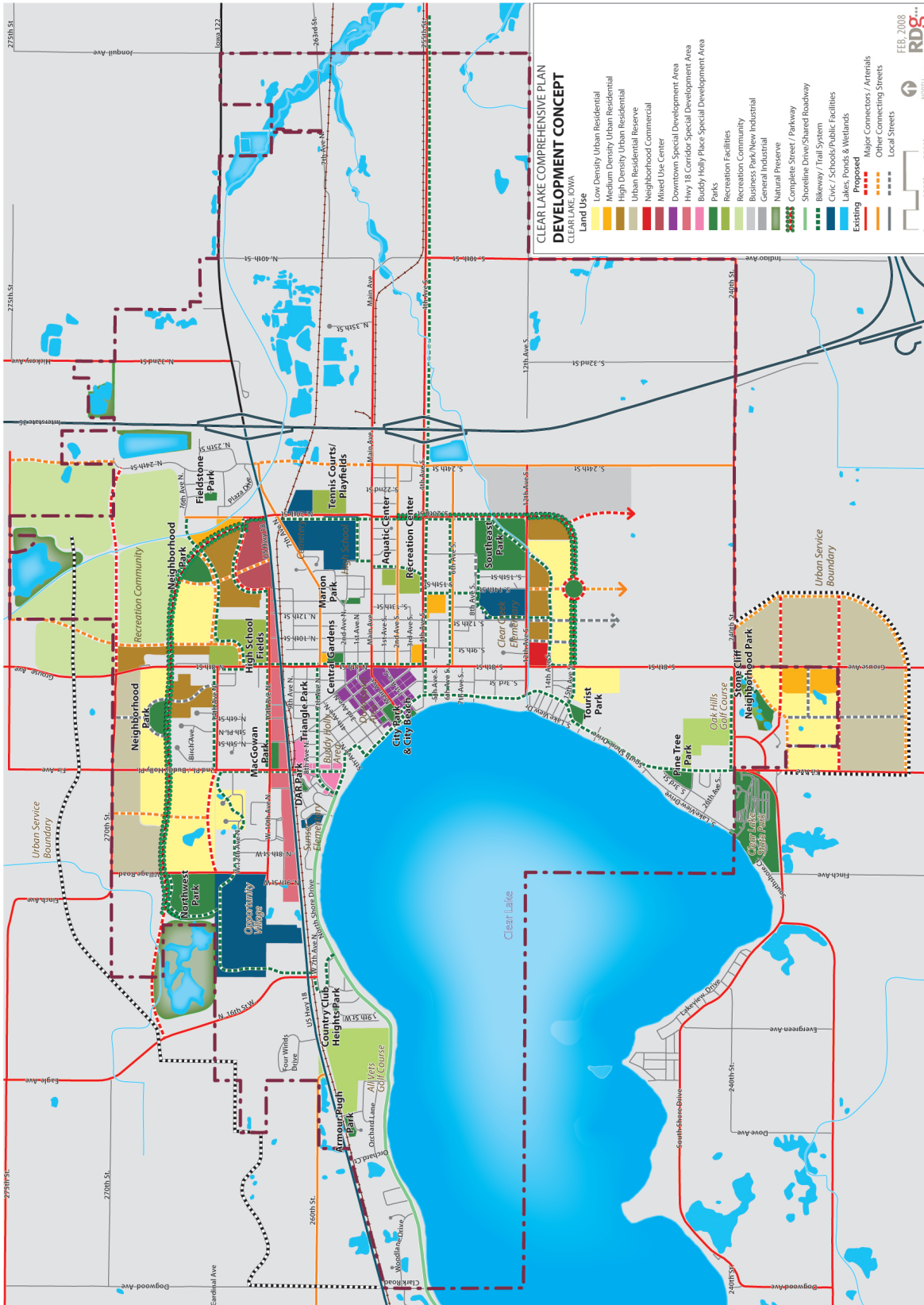
- Growth North of Highway 18 should be contiguous to existing subdivisions and should not exceed the carrying capacity of existing infrastructure.

Map 3.2, *Development Concept* and Map 3.3, *Future Land Use Plan* present detailed illustrations of future growth. As indicated on these maps, Clear Lake has more than adequate supply of land within its current boundaries to accommodate growth as projected in the twenty year planning time horizon.

Map 3.2 shows the urban service boundary for Clear Lake. The black and white line around the development north of Highway 18 is the edge of the outer urban service area. The urban service boundary defines where the city can ultimately provide sanitary sewer service. The currently sewerable area is less than that and generally follows the red dashed parkway (20th Ave). Currently sewerable areas can be served by gravity sewers while the outer service area will require construction of forced mains.

B. AN INTERCONNECTED STREET SYSTEM

Proper street development should move traffic efficiently and provide alternatives to the city's existing collector system. The proposed street system should also avoid overloading the city's existing system and should provide access to all areas. The Development Concept Map shows the existing and proposed major connectors (arterials), collector streets and local streets. The solid lines represent existing streets whereas the dashed lines represent proposed streets. The overall development concept is focused on the orientation of a peripheral parkway which is a "complete street", basically a two lane road with left turns at occasional locations. This parkway is the facility that provides continuity and connects neighborhoods together. Other connecting streets and local roads are also proposed to maintain overall connectivity and access between existing development and proposed growth centers.



Map 3.2: Clear Lake Development Concept

Peripheral Parkway: The parkway starts at the west part of town, at Eagle Ave., goes along the north side of the big wetland on the alignment of what would be numbered 20th Avenue. The Parkway then curves down and becomes existing 20th Street. Crossing Highway 18, the parkway then goes south along the existing 20th Street alignment, curves west south of 12th Ave. South and aligns with 15th Ave. South at 8th Street South. The parkway concept organizes and links everything together. New parks are suggested along its alignment. The parkway connects Opportunity Village, residential growth areas, some existing and new neighborhood parks, and the existing 20th and Hwy 18 Commercial area, High School and playfield.

Shoreline Drive/Shared Roadway: A shared roadway concept is proposed along the North Shore Drive and South Shore Drive going around the Lake. On Map 3.2 Development Concept, light green lines along North Shore Drive and South Shore Drive shows the shared roadway. These should continue to be signed appropriately and pavement marking should be maintained for safety.

In smaller communities, residential and commercial development occurs on an incremental, project-by-project basis. As a result, projects provide for their own internal circulation needs, but often neglect the cross connections and linkages necessary to create an integrated transportation network. The circulation network that connects different neighborhoods together cannot be left to develop by chance. Each project should be evaluated in relation to the broader land use plan and transportation system. As projects are designed, the collector routes prescribed by the Plan should be reserved and rights-of-way should be dedicated. While actual alignments of the collector network may differ somewhat from those proposed in the plan, the general structure should be preserved.

Map 3.4 *Future Transportation System*, defines the alignments of proposed major connectors/arterials

and other connecting streets that link neighborhoods together. Chapter 5, Transportation discusses the street system in detail.

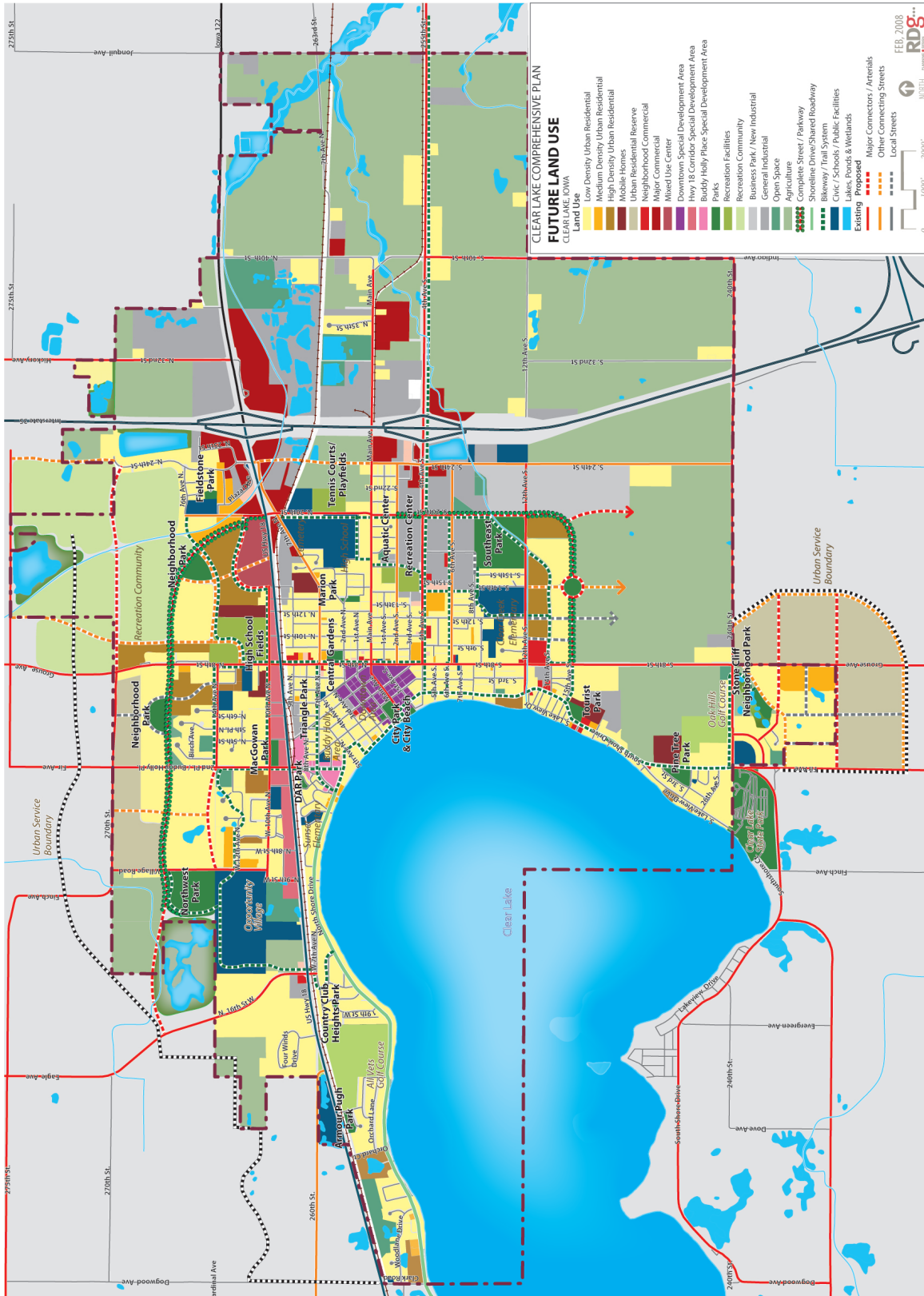
C. MAJOR GROWTH CENTERS

Clear Lake should guide its new residential and commercial growth to create quality, planned neighborhoods with improved connectivity and mobility. New residential developments in Clear Lake should occur within the context of planned neighborhoods, rather than disconnected, piecemeal housing tracts. The emergence of neighborhoods can minimize public service costs, improve pedestrian and vehicular mobility, add to neighborhood's vitality, create a variety of housing types, and increase the economic yield on property. Characteristics of well planned neighborhoods include:

- A mixture of housing types and lot sizes;
- Organization of new neighborhoods around an interconnected street network;
- All neighborhood streets accommodate pedestrians as well as vehicles;
- Dedication of new neighborhood parks, designed as open spaces for each neighborhood, including community greenways and trails that link parks and activity centers; and
- Space for neighborhood commercial services and civic uses.

Clear Lake's future growth should be directed towards the North and South areas of the city. Numerous factors guide development within Clear Lake. Easy access to municipal services and adjoining residential developments make areas to the North and South more appropriate for growth. Also, the focus areas contain plenty of vacant land to accommodate growth for next 20 years.

Map 3.2, *Development Concept* proposes the arrangement of residential development as well as the street and open space networks. The proposed areas for new housing assure proper storm-water drainage, access to city infrastructure, and compatibility with



Map 3.3: Clear Lake Future Land Use Plan

topography and environmentally sensitive areas. The street and open space networks illustrated in the Development Concept should be followed in order to ensure proper linkages for vehicular, pedestrian and bicycle traffic as projects are developed.

1. North of Highway 18 Growth Area

This growth area is generally located in undeveloped areas North of Highway 18, west of Interstate 35 and South of 270th Street. Overall development in this area is tied together by a low speed collector/ peripheral parkway starting at N 16th St W. (Eagle Ave.), extending east along the north side of the big wetland area, aligning with what will be the 20th Avenue, which then curves down east into existing North 20th Street North of Hwy 18. The parkway is suggested primarily as a local collector, which is two lanes wide, has landscaped trees and trails or side paths along it and connects everything together. A wide range of supporting land uses including commercial and mixed use developments along Hwy 18 corridor and, further north, residential growth centers with ample parkland, further north are proposed in this area. This area includes higher density residential development transitioning to lower density development to the North. Easy access to municipal services, land available for future growth, favorable topography and neighboring residential developments make areas on the North more appropriate

for residential growth. Also, an 18-hole golf course community development project could be possible in this growth area.

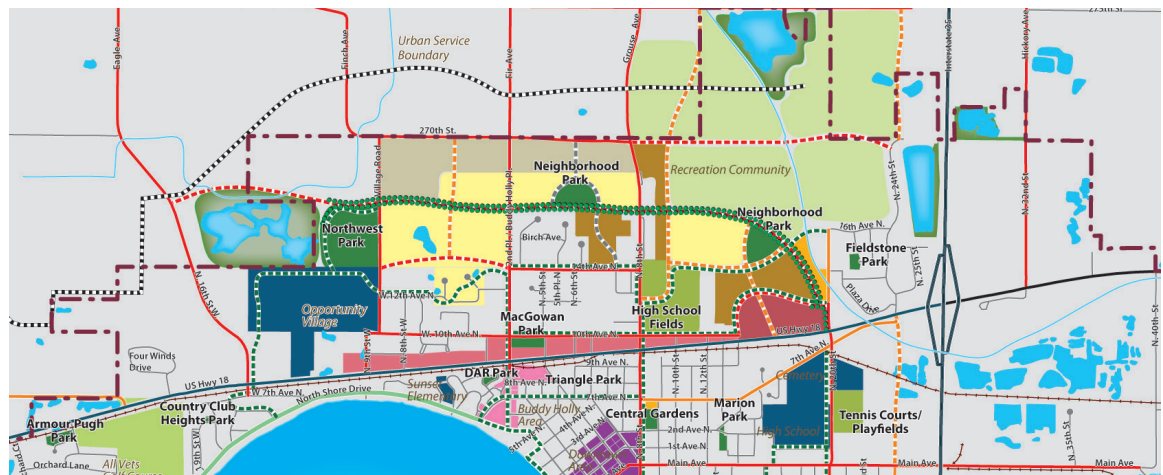
Commercial / Mixed Use Center

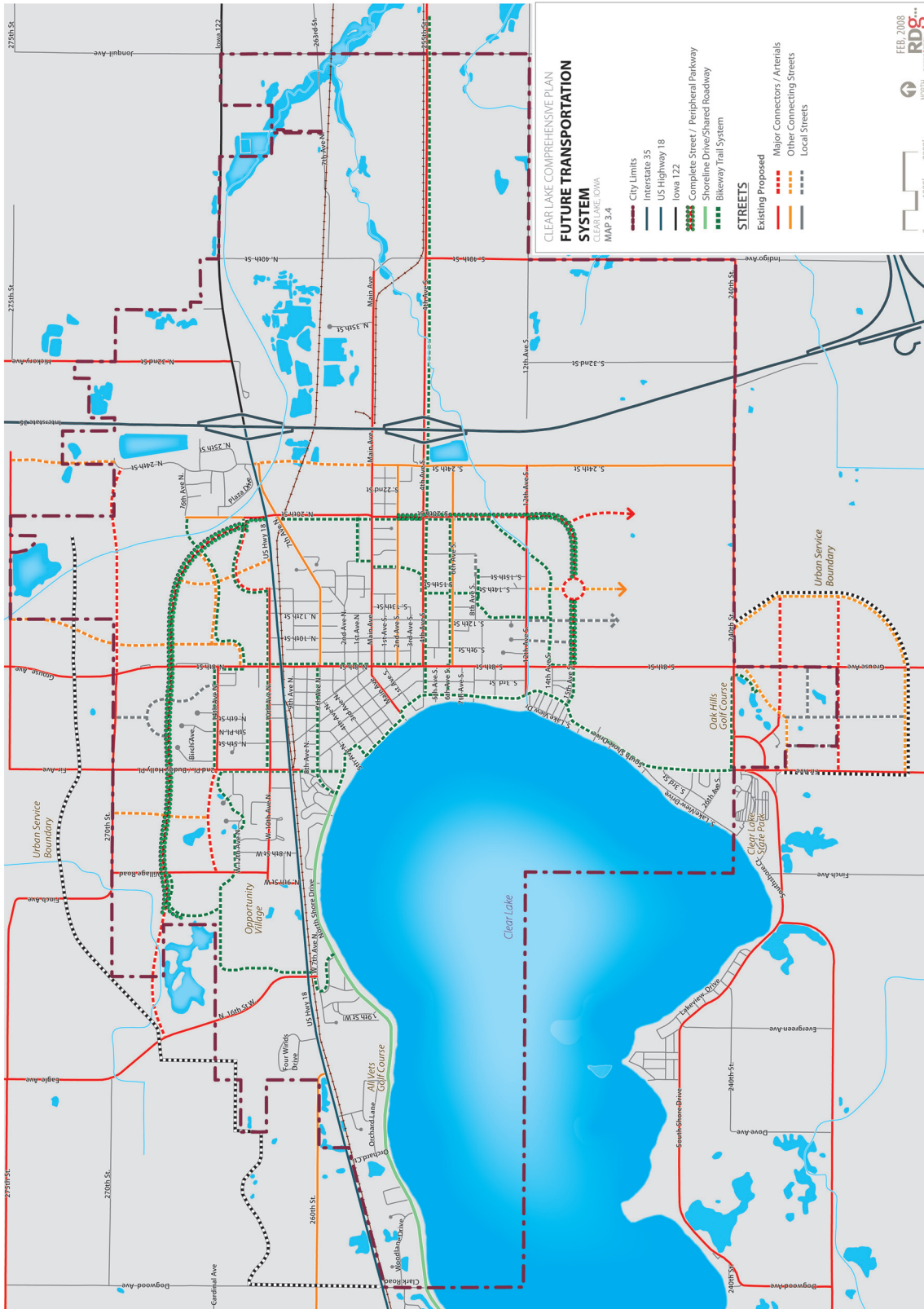
As part of an overall development plan for the North side, existing 10th Avenue will be extended northeast to intersect with the Peripheral Parkway (20th Ave.). This alignment makes room for a mixed use town center, similar to what was proposed in the golf course development plan but with better street continuity and alignments. While commercial development should be focused along the existing Hwy 18 corridor and at the existing 20th Street and Highway 18 Intersection, this mixed use center could include a mix of complimentary uses such as a senior center, condos for retirees, highway or neighborhood oriented commercial businesses, and compatible office/commercial uses.

Residential Growth Centers

Housing projects like Sunset Ridge and other identified sites along existing vacant locations north of 10th Avenue are infill projects that provide good single-family housing development while maintaining connectivity within residential centers. New residential growth centers are proposed along the proposed peripheral parkway. The parkway and other proposed streets indicated on the development concept provide the circulation framework to serve

North of Highway 18 Growth Area





Map 3.4: Clear Lake Future Transportation Plan

the residential growth areas. Medium to Higher density residential development such as townhomes or bi-attached units are proposed north of the Mixed Use Center (extended 10th Ave N.). These housing sites provide the perfect setting for Townhomes or Condo/Apartment developments that tend to cater to retirees and first time home buyers in search of low maintenance, convenient, attractive and affordable housing. These housing types also provide a clear transition between the mixed use center development and single family housing development to the North.

Higher Density Housing is also proposed for area north of 14th Ave N., west of N. 8th St. Single Family Residential is proposed in the area between the Buddy Holly Place and Village Road, north of West 12th Ave North. The plan also proposes extending 14th Ave. North west to Village Road to connect residential developments between Opportunity Village and Buddy Holly Place. Areas north of Peripheral parkway (20th Ave) up-to the city limits are proposed for Single Family Residential and Urban Residential Reserve.

Parks and Trails

Any new residential development should be served by an expanded park and greenway system to provide adequate service to new residents and linkages into the existing community. A proposed series of parks offers recreation opportunities to residents and also enhances the existing landscape of the area. Topography, access, visibility and functionality should be considered when developing the parks and recreation facilities.

A proposed new Northwest Park is proposed north of Opportunity Village adjacent to the big wetland area. This large scale park will serve the growing park need for the new residential developments that are proposed north of Highway 18, especially on the northwest part of the city. Two other neighborhood parks are proposed along the peripheral parkway adjacent to residential growth areas. The residential

growth centers and existing and proposed parks are linked by a bikeway/trail system. The trail system not only links the residential development to nearby parks, but also provides connection to major civic facilities such as Opportunity Village and the High School Fields. The proposed system also links the development on North of Hwy 18 to development South of Hwy 18.

Recreational Community

The large green area on the Northeast of peripheral parkway is proposed as a “recreation community” which could be a golf course residential development. The recreational community is proposed about the same size as the one that was proposed earlier as a golf course development to the city (by a private developer). This development will incorporate housing areas within an 18-hole golf course. Primarily single family residential development and medium density housing such as Townhomes would be appropriate for this community. These housing options offer opportunities for growing families and retired couples to live in a distinctive and attractive neighborhood that enhances the community’s quality of living. About 150 acres to 280 acres is needed for developing an 18-hole golf course and additional land is needed for residential development.

2. South of Highway 18 to 12th Ave South Growth Area

This growth area is located South of Highway 18 and North of 12th Ave South. The parkway extends south of Highway 18 along the 20th Street alignment past the High School, Cemetery and playfield. The Parkway then moves further south along 20th Street alignment to form the eastern edge of the proposed Southeast Community Park. The primary existing land use pattern in this area is Single family residential and industrial (business parks). The plan recommends infill housing on some possible redevelopment sites, development of the aquatic center and surrounding area including the redevelopment of public works yard and Lincoln School

site redevelopment.

Redeveloping Public Works Yard for Public Recreation Facility

As a primary residential location of the city, this area should provide public facilities to serve growing community recreation needs. The development of aquatic center makes the site an attractive location for recreation complex. The existing public works yard south of the Aquatic Center is a recommended location for a future recreation center. The Public Works Department should be relocated and the ground redeveloped as a recreation center. This site could be developed as a combination of park, swimming pool and recreation center to meet community-wide needs. An added benefit of this proposal is that a park location at the pool site would replace the Lincoln playground as a neighborhood park to serve the surrounding residential area, which opens the opportunity to redevelop all of the Lincoln School Site. This swimming pool site is also ideal for a recreation complex because of its location, topography and connections to the residential areas. The complex also serves as a buffer to the business/ industrial development to the east and southeast of the site.

Infill Housing Development

Some good infill sites are identified for housing

development in this area. One of the housing infill sites is located east of S. 12th Street and south of 4th Ave South. This site is suitable for medium density housing developments such as townhomes. The site is ideal for housing development as it is adjacent to existing residential developments and is near the aquatic center and proposed recreation complex. The Lincoln School Site could be redeveloped as a potential housing infill development, with medium density townhomes an appropriate use for this location. Another potential housing infill site is the vacant area north of Central Gardens. If not needed for Gardens expansion the site is appropriate for medium density housing, especially townhomes.

Parks and Trails

The plan recommends developing a community level park at the Northwest corner of S. 20th Street and 12th Avenue South Intersection. Based on an analysis of Clear Lake's current park system there is current and future park service need in the South portion of the community. Developing a large scale park with recreation facilities, preferably on the ground that is currently being used for softball and playfield, will meet that need and allow Clear Lake to maintain a high level of park and recreation service as it continues to grow.



South of Highway 18 to 12th Ave. South Growth Area

The green dashed line as shown on the Development Concept Map is the proposed bikeway/trail system. This trail system links the Cemetery, High School and playfield to the aquatic center and proposed recreation complex, then extends south past the proposed infill housing and then further south to the Clear Creek Elementary site. There is an extension to the Southeast park from north of Clear Creek School. Also, a bikeway/trail system follows South 20th Street and cuts through the proposed Southeast Park.

3. South of 12th Ave South Growth Area

This growth area consists of undeveloped land south of 12th Avenue South and west of South 24th Street. The development is centered again on the peripheral parkway. After crossing 12th Ave. South, the parkway extends south along the existing 20th Street alignment (North/South) and then curves southwest and aligns with what will be the extended 15th Ave. The parkway then moves along the 15th Ave S and ends at Tourist Park.

A Variety of Housing

A wide range of residential development including medium or higher density housing along 12th Ave., and lower density single family housing to the south

are proposed in this area. Between the Clear Creek Elementary School and wetland preserve area to the proposed Southeast Park, these housing options will be attractive to families with young children as well as retirees looking for a safe, walkable neighborhood.

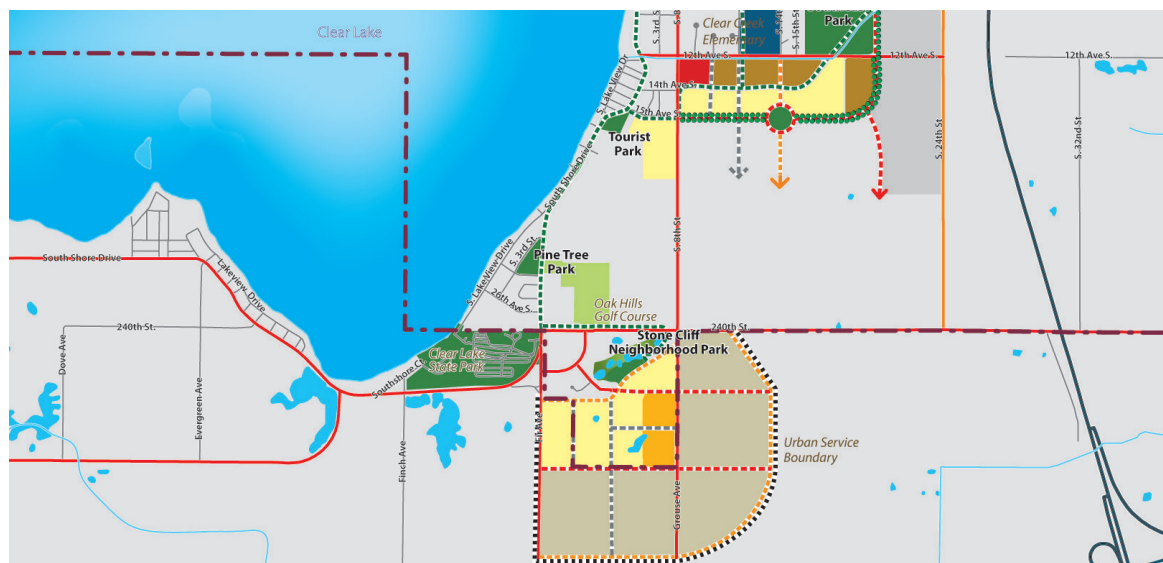
The topography, as well as the proposed trail/side-walk connections, parks, and street network provides the connectivity and neighborhood amenities that many homebuyers are searching for as they decide on neighborhoods and communities in which to invest, retire or start family life.

Neighborhood Commercial

The commercial use proposed at the Southeast Intersection of 12th Ave. S and South 8th Street serves as a site for a small neighborhood commercial development. With the proposed housing developments on the South, the need for some neighborhood commercial services will soon arise.

Business Parks / Industrial Development

Where the parkway crosses 12th Ave. South, the area east of parkway is proposed as new industrial development. The peripheral parkway thus serves as a clean transition between residential and industrial land uses. East of the peripheral parkway,



South of 12th Ave. South Growth Area

future industrial development should be focused between 20th to 24th Street and further east of Interstate 35.

Parks and Trails

The proposed Southeast Park serves this part of the city with ample parkland and recreation space, while also meeting the park and recreation service needs of neighboring households and families. Also a small green space is proposed at the intersection of peripheral parkway and extended South 14th Street, intended to serve the passive recreation needs of the residential development in this growth area. The proposed bikeway/trail system cuts through the Southeast Park, turns southwest and moves along 14th Ave South. At the South 8th Street and 14th Ave South Intersection, the trail turns south along South 8th Street. Finally, it turns west at 15th Ave. South and ends at Tourist Park.

D. COMMERCIAL AND INDUSTRIAL OPPORTUNITIES

Clear Lake should provide attractive sites for future commercial and industrial development to afford additional shopping and employment opportunities to those who reside in the city as well as residents of the surrounding area. Increasing retail markets in Clear Lake creates a need for locating appropriate and potential commercial development locations. Also, the plan should accommodate sites for new industrial and business parks.

Downtown District

The Development Concept for Clear Lake suggests that commercial development should continue to focus on the downtown along Main Street. Clear Lake should take advantage of its unique and charming downtown character in creating an attractive and successful downtown district. The Lakefront, beach, City Park with the bandshell along with other civic facilities like the surf ballroom and art center, give the downtown an aura of charm. Clear Lake should continue to work towards establishing downtown as

a major visitor destination and a primary location for local shopping and services.

Mixed Use Center

The Mixed Use Center proposed as part of the North of Highway 18 Growth Area is another potential location for commercial, retail, office and service activities. While the traditional zoning establishes single use districts, defining locations for residential, commercial, and industrial uses, more contemporary land development frequently involves mixing of uses within specific areas, based on similar impacts on traffic, neighborhood character and urban environment to create flexible pedestrian oriented spaces. The proposed mixed use center should provide a range of uses. Developed according to specific standards for parking, scale and pedestrian access, this mixed use center will accommodate commercial, retail or office development, along with medium to high density residential development.

Highway 18 Corridor Opportunities

The interchanges along the Highway 18 corridor have already attracted significant commercial interest. As the community and regional traffic grows, interest in these areas will grow. The existing Highway 18 and 24th Street Intersection has seen significant commercial development and should continue to serve as major commercial center. Existing commercial uses North of Highway 18 and west of Interstate 35 should be improved as these act as convenient commercial centers to the residential developments proposed North of Highway 18. Demand along the corridor could grow with the development of proposed Mixed Use Center and residential developments. Development of this area should offer pedestrian and bicycle access to residential developments on the north and should also provide easy access and pedestrian crossings for pedestrians coming from neighborhoods south of Highway 18.

New Industrial

Under the city's current land use plan, opportunities

for industrial and business growths are provided around the 4th Ave South and South 20th Street Intersection. The Future land use plan for Clear Lake proposes maintaining business parks along these areas with proper landscaping and buffers from residential areas. The plan also proposes for new industrial uses in the area east of South 20th Street to South 24th Street and south of 6th Ave South.

East of Interstate 35: The area east of Interstate 35 has potential opportunity for commercial and industrial developments. Interest in industrial and business park developments has been expressed for this area. Good accessibility and visibility make this area a prime location for business park developments. High quality design and proper landscaping would create a strong visual image of the city for visitors.

Neighborhood Commercial at South 8th Street and 12th Ave. Intersection: A neighborhood commercial center is proposed at the South 8th Street and 12th Ave. South Intersection. Major residential developments ranging from high density housing to Single Family Residential are proposed south of 12th Ave. South. This development creates a need for neighborhood commercial center with convenient retail stores and services.

E. SPECIAL DEVELOPMENT AREAS

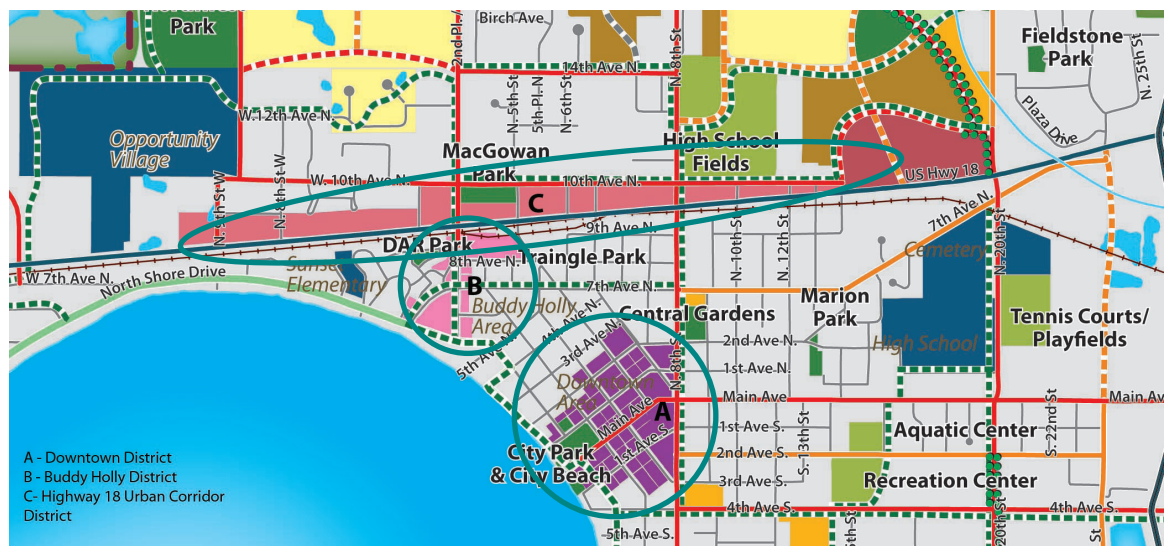
The development concept focuses on three special areas: Downtown District, Highway 18 Corridor and the Buddy Holly Area.

a. Downtown Special Development District

Downtown Core District: Downtown Clear Lake, identified on the Map 3.2 Development Concept as the Downtown Core, should continue to be a major commercial center in the community that attracts both local and regional visitors. Taking advantage of being a resort community and seasonal visitors, Clear Lake should focus more on downtown as a commercial services center with an increasing number of unique commercial retailers and service oriented uses rather than traditional retail stores. All properties in this core district are critical and should support Main Street development.

The Downtown Clear Lake Plan: Concepts for a Cool, Classic City Center presents a market-based program to address downtown issues and take advantage of the opportunities that Clear Lake possesses. Several projects have been undertaken consistent with this plan and community decision-makers and stakeholders should continue to use it to guide downtown revitalization. At some point, the Downtown Plan may need to be updated. But

Special Development Areas



for now, it should be considered as a companion document to this comprehensive plan. While the Downtown Plan provides considerable detail on downtown strategies and project proposals, this plan focuses on the transition area between Main Street and the surrounding neighborhood.

As indicated in the Downtown Plan, the continued success of downtown depends on identifying opportunities and creating an interesting public environment with emphasis on pedestrian activities. One approach for enhancing the public environment that Clear Lake has already started is a streetscape improvements program which includes new lighting and sidewalks. Clear Lake should continue to focus on pedestrian amenities and landscaping (street trees) improvements along Main Avenue and at major intersections.

These improvements would enhance the unique and charming character of Downtown Clear Lake. The downtown with its historic main street buildings, excellent restaurants and variety of retail stores and services, reinforces Clear Lake's community character and adds significantly to the overall town quality. City Beach and Clear Lake City Park with the Bandshell are popular places for community events, and expand the presence of downtown Clear Lake. These facilities should be continuously maintained and upgraded.

Downtown Support District: The successful completion of the downtown townhome project has demonstrated the high interest in these kinds of developments with easy access to the Main Street and Lakefront and a breathtaking view of the Lake. These developments attract mainly seniors, retirees, single young people, and families looking for seasonal vacation homes in great locations. The demand for additional senior, apartments and townhome development is greatest within easy walking distance of the Main Street and the Lakefront.

As demand for this type of housing in the down-

town area increases, properties within the support district could be acquired and redeveloped by private developers. Due to the relatively small size of most of the likely redevelopment sites, townhomes or bi-attached units will likely be the most appropriate infill use. Multifamily housing such as apartments, condos or senior living could also be possible.

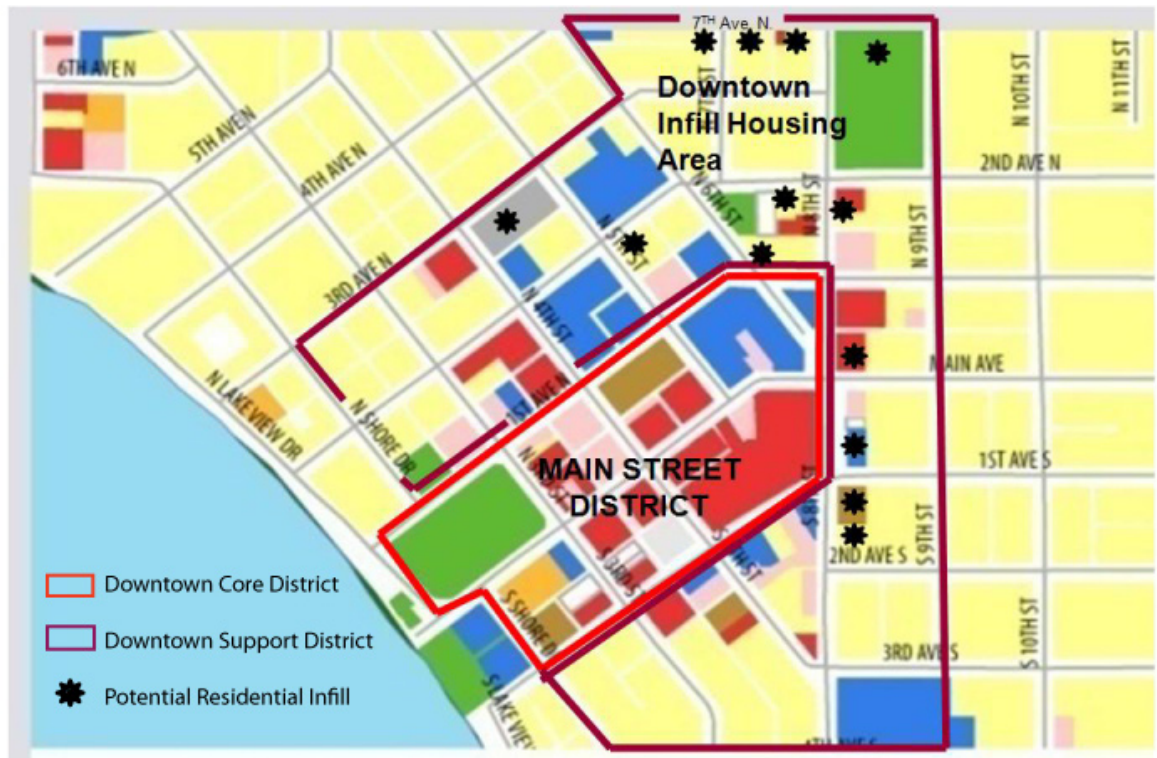
There are a number of potential infill housing development sites in the support district surrounding the downtown Main Street. Downtown Support District figure shows these potential infill housing sites as identified by a windshield survey of the area. The asterisks represent sites that appear to be in marginal condition or properties with uses that might not be appropriate for the downtown area. Lincoln School Site, North of Central Gardens, Downtown Lumberyard are few of the potential infill housing sites identified in the map.

The area surrounding the Main Street, outlined in the Map as the Downtown Support District, should be designated as an overlay district that encourages infill residential development. Townhouses development should be the primary housing type, with provisions for consideration of bi-attached homes and multi-family condos and apartments. Development regulations, particularly the zoning code, should be revised to accommodate this preferred housing infill and the city should provide incentives to make such redevelopment feasible. Rather than letting the properties continue to deteriorate in one of the most significant areas in the city, this concept provides an opportunity for private developers to assemble the properties, negotiate incentives with the city and develop multi-family homes that are in high demand in Clear Lake.

b. Buddy Holly Place Special Development District

The Plan also recommends infill development and improvements following the Buddy Holly Place Plan which was completed earlier. This area should

Downtown Support District



also be linked to downtown visually through street improvements including signage and landscaping and street features that makes this whole area more pedestrian friendly.

c. Highway 18 Urban Corridor Special Development District

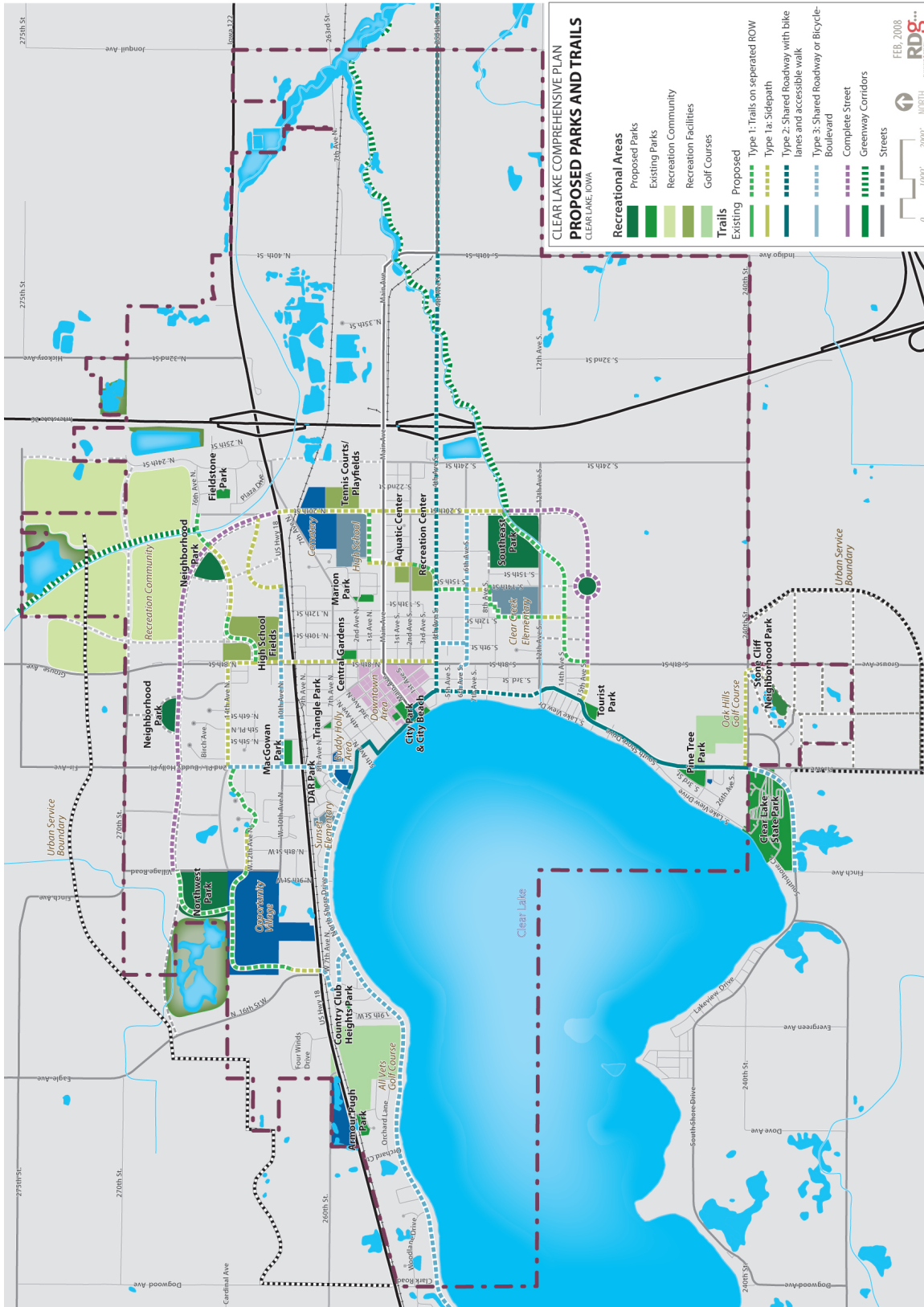
The development concept and future land use plan indicates a Highway 18 Urban Corridor Special Development District, north of Highway 18. This special development area involves managing growth along the corridor, looking at the landscaping along the corridor, providing safe pedestrian access, sidewalks and providing sufficient parking. Identifying the corridor’s future role and character will require further evaluation in a more in depth study. Components for program could include greening of corridor, traffic calming and mixing commercial and residential uses.

Specific improvement concepts and corridor design standards should also be implemented to protect

the aesthetics of this corridor. Highway 18 serves as a major entryway from north into the city and towards downtown. This corridor should be zoned for commercial development that accommodates intense commercial, highway oriented commercial or office uses, or mixed use projects, all with good design standards. Standards should be applied and maintained for landscaping, street trees, street lights, signage and parking along the corridor frontage. Pedestrian pathways and crossings should be provided where possible for safety.

F. A LINKED GREENWAY/TRAIL SYSTEM

Clear Lake’s neighborhoods, activity centers, Lakefront, and major parks and open spaces should be linked by a comprehensive and continuous greenway and trail system serving both transportation and recreational purposes. Incorporation of on- and off- street trails, bike paths, greenways into all areas of the city is an important component of future development in Clear Lake. The segments of the system



Map 3.5: Clear Lake Proposed Parks and Trails Plan

that traverse the city's future growth areas should be designated in advance and should be incorporated into the individual project design.

The green dashed line on the development concept map shows the proposed bikeway/trail system. The Plan proposes that Clear Lake's schools, parks and recreation facilities, playgrounds, and the downtown district all be safely linked with a trail system that provides the community with the connectivity it needs to enhance the overall walkability of the city. Also, as additional development occurs in the north and south parts of the city, new residential areas will require trail connections to the city's major activity centers and recreational opportunities. The proposed parks and trails system are depicted in Map 3.5 Parks and Trails Plan and described in detail in Chapter 4 'Parks and Recreation' of the Plan.

G. FRAMEWORK FOR DECISION-MAKING

Clear Lake's future land use map and policies should provide both guidance and flexibility to decision-makers in the land use process. A Future Land Use Plan provides a development vision for the city that guides participants in the process of community building. However, it cannot anticipate the design or specific situation of every rezoning application. Therefore, the Plan should not be taken as a literal lot-by-lot prescription of how land shall be utilized. Rather, it provides a context that helps decision makers, including city administrative officials, the Planning and Zoning Commission, and the City Council, make logical decisions that implement the plan's overall principles. The Land Use Plan should be taken in context with the entire Comprehensive Plan.

The Land Use Plan establishes a number of land use categories, some of which provide for single primary uses while others encourage mixed uses. Land Use Tables are included in this section to help approving agencies interpret the intentions of the land use plan. Table 3.8 presents and defines the various land

use categories proposed in the Plan and establishes criteria for their application. Table 3.9 presents a land use compatibility guide that assesses the relationships between adjacent land uses and provides a basis for review of land use proposals based on their surroundings.

These tables together form a framework for findings by the Planning Commission and City Council that provide both needed flexibility and consistency with the Plan's overall objectives.

The following is a listing of current Clear Lake Zoning Districts, as referenced in Table 3.8:

- Interim Development Zone ID
- Rural Residential Zone RR-1
- Low-Density Single-Family Residential Zone RS-5
- Medium-Density Single-Family Residential Zone RS-8
- Low-Density Multi-Family Residential Zone RM-12
- Medium-Density Multi-Family Residential Zone RM-20
- High-Density Multi-Family Residential Zone RM-44
- Factory-Built Housing Residential Zone RFBH
- Lake Residential Zone LR
- Lakefront Mixed-Use Zone LMU
- Commercial Office Zone CO-1
- Neighborhood Commercial Zone CN-1
- Community Commercial Zone CC-2
- Central Business Zone CB-1
- Highway Commercial Zone CH-1
- Intensive Commercial Zone CI-1
- Office and Business Park Zone OBP
- Light Industrial Zone I-1
- Heavy Industrial Zone I-2
- Public Zone P

Land Use Category	Use Characteristics	Features and Location Criteria
Agriculture and Open Space	<ul style="list-style-type: none"> • Generally in agricultural or open space use. • Agriculture will remain the principal use during the planning period. • Extension of urban services is unlikely in the foreseeable future. 	<ul style="list-style-type: none"> • These areas should remain in primary agricultural use. Urban encroachment, including large lot subdivisions, should be discouraged. • Primary uses through the planning period will remain agricultural. • Typical zoning would be ID, RR-1, OGC.
Urban Residential Reserve	<ul style="list-style-type: none"> • Generally in agricultural or open space use. • Areas may be in the path of urban development beyond the planning horizon contained in this plan. • Very low-density residential uses may be located in the area. 	<ul style="list-style-type: none"> • These areas should be reserved for long-term urban development. • Primary uses through the planning period will remain agricultural. • Any interim large lot residential development should not obstruct future urban development. • Typical zoning would be a new Urban Reserve District or ID, RR-1.
Low-Density Urban Residential	<ul style="list-style-type: none"> • Restrictive land uses, emphasizing single-family detached development, although unconventional single-family forms may be permitted with special review. • Civic uses are generally allowed, with special permission. 	<ul style="list-style-type: none"> • Primary use within residential growth centers. • Should be insulated from adverse environmental effects, including noise, smell, air pollution and light pollution. • Should provide a framework of streets and open spaces. • Typical densities range from 1 to 5 units per acre. • Typical zoning would be RS-5, RS-8.
Medium Density Residential	<ul style="list-style-type: none"> • Restrictive land uses, emphasizing housing. • May incorporate a mix of housing types, including single-family detached, single-family attached, and townhouse uses. • Limited multi-family development may be permitted with special review and criteria • Civic uses are generally allowed, with special permission for higher intensity uses. 	<ul style="list-style-type: none"> • Applies to established neighborhoods that have diverse housing types, and to developing areas that incorporate a mix of development. • Developments should generally have articulated scale and maintain identity of individual units. • Tend to locate in complexes, but should include linkages to other aspects of the community. • Typical maximum density is 6 to 12 units per acre. • Innovative design should be encouraged in new projects. • Under current zoning regulations typical zoning would be RS-12, RM-12, RFBH.

Land Use Category	Use Characteristics	Features and Location Criteria
High Density Residential	<ul style="list-style-type: none"> • Allows multi-family and compatible civic uses. • Allows integration of limited office and convenience commercial within primarily residential areas. 	<ul style="list-style-type: none"> • Locate at sites with access to major amenities or activity centers. • Should be integrated into the fabric of nearby residential areas, while avoiding adverse traffic and visual impacts on low-density uses. • Traffic should have direct access to collector or arterial streets to avoid overloading local streets. • Requires Planned Development designation when developed near lower intensity uses or in mixed use developments. • Developments should avoid creation of compounds. • Attractive landscape standards should be applied. • Typical density more than 12 units per acre. • Typical Zoning would be RM-20, RM-44.
Urban Corridor/Hwy 18 Special Development Corridor	<ul style="list-style-type: none"> • Includes a variety of commercial uses, including large-scale buildings and parking areas. • Includes major retailers, multi-use shopping centers, restaurants, and other services. • Includes uses with impact compatible with major retailing, including high-density residential, hotels and lodging, and offices. 	<ul style="list-style-type: none"> • Traffic systems should provide alternative routes and good traffic flow, including safe pedestrian routes. • Negative effects on surrounding residential areas should be limited by buffering and project design. • Good landscaping and restrictive sign standards should apply. • Good pedestrian and bicycle links should be provided, including non-motorized access to surrounding residential areas. • Typical zoning would be CH-1.
Mixed Use Center	<ul style="list-style-type: none"> • Includes a variety of commercial uses and a range of entertainment and visitor service oriented businesses • Includes medium or higher density residential development 	<ul style="list-style-type: none"> • Development should emphasize pedestrian scale and relationships among businesses. • Development should avoid adverse traffic and visual impacts on adjacent environments including low density residential developments. • Good Landscaping and restrictive signage standards should be maintained. • Good pedestrian/bicycle connections should be provided into surrounding areas. • Typical zoning would be LR, LMU, OPD-H.

Land Use Category	Use Characteristics	Features and Location Criteria
Downtown District	<ul style="list-style-type: none"> • Includes mix of uses, primarily commercial, office, upper level residential, and warehousing/ industrial uses. • Primary focus of major civic uses, including government, cultural services, and other civic facilities. 	<ul style="list-style-type: none"> • Establishes mixed use pattern in the traditional city center. • Recognizes current development patterns without permitting undesirable land uses. • District may expand with development of appropriately designed adjacent projects. • New projects should respect pedestrian scale and design patterns and setbacks within the overall district. • Historic Dutch character is a significant value. • Typical zoning would be CB-1.
Neighborhood Commercial	<ul style="list-style-type: none"> • Includes a wide variety of commercial uses that do not generate significant external effects • Accommodates services and auto-related commercial uses. 	<ul style="list-style-type: none"> • Should be located along major streets, and in areas close to residential growth centers. • Traffic systems should provide good internal traffic flow. • Negative effects on surrounding residential areas should be limited by location and buffering. • Development should maintain a reasonable amount of landscaping, focused in front setbacks and common boundaries with lower-intensity uses. • Typical zoning would be CO-1, CN-1.
Major Commercial	<ul style="list-style-type: none"> • Includes a wide variety of commercial uses, some of which can have significant external effects. • Accommodates auto-related commercial uses. 	<ul style="list-style-type: none"> • Should be located along arterials or other major streets, and in areas that are relatively isolated from residential, parks, and other vulnerable uses. • Traffic systems should provide alternative routes and good internal traffic flow. • Negative effects on surrounding residential areas should be limited by location and buffering. • Activities with potentially negative visual effects should occur within buildings. • Development should maintain a reasonable amount of landscaping, focused in front setbacks and common boundaries with lower-intensity uses. • Typical zoning would be CC-2 or CI-1

Land Use Category	Use Characteristics	Features and Location Criteria
Business Park/New Industrial	<ul style="list-style-type: none"> • Accommodates services and auto-related commercial uses. • Business parks may combine office and light industrial/research uses. 	<ul style="list-style-type: none"> • Limited industrial uses may be located near office, commercial and, with appropriate development standards, some residential areas. • Strict control over signage, landscaping and design is necessary near to low intensity uses. • Typical zoning is OBP, I-1.
General Industrial	<ul style="list-style-type: none"> • Permits a range of industrial enterprises, including those with significant external effects. 	<ul style="list-style-type: none"> • General industrial sites should be well-buffered from less intensive use. • Sites should have direct access to major regional transportation facilities; routes should bypass residential or commercial areas. • Developments with major external effects should be subject to Planned Development review. • Typical zoning is I-2.
Civic / Public Facilities	<ul style="list-style-type: none"> • Includes schools, churches, libraries, and other public facilities that act as centers of community activity. 	<ul style="list-style-type: none"> • May be permitted in a number of different areas, including residential areas. • Individual review of proposals requires an assessment of operating characteristics, project design, and traffic management. • Typical zoning is P.
Buddy Holly District (See separate Buddy Holly District Plan Document)		
Parks and Recreation	<ul style="list-style-type: none"> • Includes all public park areas, natural areas, environmentally protected areas, designated wildlife areas, trail R.O.W. and other land used for recreational enjoyment. 	<ul style="list-style-type: none"> • Individual review of proposal requires an assessment of operating characteristics, project design and traffic management. • Project should be of acceptable sizes to provide full functionality within park classification (mini-park, neighborhood park, community park, special use park). • Good pedestrians and bicycle links should be provided, including non motorized access to surrounding residential areas.

Land Use Compatibility

Some of the most difficult issues in plan implementation arise at boundaries where more intensive uses are proposed adjacent to less intensive uses. Table 3.9 provides a land use compatibility guide, assessing the relationships between existing land uses and providing a basis for review of proposals based on their geographic context.

Compatibility Rating Key

The following key explains the rating system used in Table 3.9 Land Use Compatibility Guide:

- 5. The proposed use is identical to existing land uses or completely compatible. Development should be designed consistent with good planning practice.
- 4. The proposed use is basically compatible with the existing adjacent use. Traffic from higher intensity uses should be directed away from lower intensity uses. Building elements and scale should be consistent with surrounding development.

3. The proposed use may have potential conflicts with existing adjacent uses that may be resolved or minimized through project design. Traffic and other external effects should be directed away from lower-intensity uses. Landscaping, buffering and screening should be employed to minimize negative effects. A Planned Unit Development may be advisable.

2. The proposed use has significant conflicts with the pre-existing adjacent use. Major effects must be strongly mitigated to prevent impact on adjacent uses. A Planned Unit Development is required in all cases to assess project impact and define development design.

1. The proposed use is incompatible with adjacent land uses. Any development proposal requires a Planned Unit Development and extensive documentation to prove that external effects are fully mitigated. In general, proposed uses with this level of conflict will not be permitted.

TABLE 3.8: Land Use and Compatibility Matrix

	Low-Density Residential	Medium-Density Residential	High-Density Residential	Recreational Community	Mixed Use Center	Downtown Special District	Neighborhood Commercial	Urban Corridor/Hwy 18 Corridor	Buddy Holly Special District	Business Park/New Industrial	General Industrial	Parks and Recreation	Civic/Public Facilities
Low-Density Residential (1-6 units/acre)	-	4	3	4	3	3	2	2			1	4	4
Medium-Density Residential (6-10 units/acre)	4	-	5	4	5	4	2	2			1	4	4
High-Density Residential (>10 units/acre)	3	5	-	3	5	5	3	3			1	4	4
Recreation Community	4	4	3	-	2	2	2	2			1	4	4
Mixed-Use Center	3	5	5	2	-	5	5	4			2	4	4
Downtown Special District	3	4	5	2	5	-	4	3			2	4	4
Neighborhood Commercial	2	2	3	2	5	4	-	4			3	3	3
Urban Corridor/Hwy 18 Corridor	2	2	3	2	4	3	4	-			3	2	2
Buddy Holly Special District									-				
Business Park/New Industrial	1	1	2	2	3	3	4	4		-	4	3	5
General Industrial	1	1	1	1	2	2	3	3			-	2	2
Parks and Recreation	4	4	4	4	4	4	3	2			2	-	5
Civic/ Parks/ Public Facilities	4	4	4	4	4	4	3	2			2	5	-

H. AN ANNEXATION POLICY

Taking into account the amount of land available for development currently within Clear Lake City Limits and the forecasted population growth to 2025, Clear Lake has no need to annex property for accommodating development in the near future.

Instead the city should work to fully develop land currently within the city limits and work with the county to establish Urban Reserve Area within the city's 2 mile extraterritorial boundary. The Urban Reserve area will work to secure the preservation of the existing agricultural and open space uses surrounding the city limits so that future urban scale development can eventually extend into these areas in the long term.

CHAPTER FOUR PARKS AND RECREATION



PARKS AND RECREATION FACILITIES

This Chapter examines Clear Lake's existing park and recreation system. It covers all City-owned and operated parks and recreation areas and other private parks or open space with public access.

The Chapter considers issues such as:

- Current levels of service in the existing park system
- Service coverage to identify park and recreation facility needs
- Inventory of the City Parks

The adequacy of park facilities is evaluated in three ways.

Facilities by Classification: Parks are classified into different categories to determine the level and area they serve.

Facilities in Relation to Population Service Standard: National standards for the provision of park and recreation facilities are applied to Clear Lake's present system.

Facilities by Geographic Distribution: The service radius of each facility is analyzed to identify geographical gaps in the service.

FACILITIES BY CLASSIFICATION

Overall Park Space

Clear Lake has over 157 acres of parks and recreation area, as illustrated by the Existing Land Use Map including the Oak Hills Golf Course and All – Vets Golf Course. Although the golf courses are nice community amenities, they function as commercial recreation facilities that serve a small percentage of residents. Thus, excluding these private recreation facilities, Clear Lake has about 86 acres of Parks and Recreation Areas. Clear Lake State Park, which is outside the Clear Lake city limits also serves as a community park for Clear Lake. If we consider



Clear Lake State Park as a community park serving Clear Lake, the total parks and recreation area is about 140 acres.

Traditional park area standards set by the National Recreation and Park Association (NRPA) suggest 10 acres of park land per 1,000 residents. With an estimated 2005 population of 7,920 and approximately 86 acres of park land, Clear Lake has about 10.8 acres of parks and recreation area per 1,000 residents. If we include Clear Lake State park as a community park for the residents, the park land ratio per 1,000 residents is 17.70 acres, which is high above the national standards.

However, the City has very little park land in the form of neighborhood or community parks. There are a number of specialty parks such as the aquatic center, tennis courts/playfield, recreation complex and high school fields. Specialty parks do not provide neighborhood level services. Excluding the special parks, Clear Lake has approximately 2.47 acres of park land per 1,000 residents, which is quite below the National Standard of 10 acres per 1,000 residents. If the Clear Lake State Park is included as a community park, then the park land ratio per 1,000 residents is about 9.4 acres. Although these facilities are of

good quality and provide recreational opportunities for residents, the City needs to expand its neighborhood park system to meet future growth needs.

The current system of Neighborhood and Community Parks in Clear Lake does not meet the National Standards for Parks and Recreation. Parks and Recreation facilities are community assets and amenities for which each community must decide the level of service and quality they wish to provide. Clear Lake needs to emphasize developing a stronger neighborhood and community park system to meet the future needs for parks and recreation.

Classifications

The park classification system developed by the NRPA is used to classify Clear Lake's parks and recreation facilities. Table 4.1 lists Clear Lake's park facilities by category and Map 4.1 Existing Parks and Recreation Facilities locates each park and school facility.

Mini-Parks

Mini parks generally address specific recreation or open space needs. Typically these parks cover less than one acre and have a service radius of less than ¼ mile. Clear Lake currently has 4 mini parks which are less than an acre in size. Fieldstone Park and Marian Park which are about 1.35 acres in size are also considered as mini parks because of their size and limited park features. Clear Lake should not plan for future mini parks. Instead, it should work towards developing and expanding neighborhood parks that can provide more services, serve larger areas, and consolidate maintenance.

Neighborhood Parks

Neighborhood parks are considered the basic unit of a community's park system and provide a recreational and social focus for residential areas. These parks provide space for informal active and passive recreation. The key feature of neighborhood parks is that it should provide about one and half acres of flat, open play areas.

The typical service radius for neighborhood parks is between ¼ mile and ½ mile. Neighborhood parks adequate in size to accommodate the requisite facilities often contain at least 5 acres; between 5 and 10 acres is considered optimal. NRPA standards call for between 1 to 2 acres of neighborhood park land per 1,000 residents.

Clear Lake currently has about 10 acres of neighborhood parks, which calculates to about 1.2 acre per 1,000 residents. Though the neighborhood parks meet the National Standard of 1 to 2 acres per 1,000 residents, Clear Lake's neighborhood parks are small, not meeting the standard park size but instead ranging between 1 and 4 acres. This can limit the number of services provided in the park or overcrowd a park space with too many features. Clear Lake should focus on the development of neighborhood parks to expand park service to under-served areas of the community.

School Parks

School facilities can help to meet neighborhood park needs, particularly when located in areas not served by the neighborhood parks. The playgrounds, open space and basketball courts at the schools often function as a neighborhood park and attract residents from the area.

Although these facilities often help meet a neighborhood's need for recreation space, the City should not depend on these sites to meet the City's future neighborhood park needs. However, the City should consider development of neighborhood parks in conjunction with or adjacent to future school sites, creating a civic and destination center within new growth areas.

In case of Clear Lake, Clear Creek Elementary School, Sunset View Elementary School, Clear Lake Junior High/High School and Lincoln Elementary School all have play areas which serve as neighborhood parks for the surrounding residents. Especially with the outdoor classroom facilities and walking

trails, Clear Creek Elementary School's playgrounds allow unique outdoor experience. Sunset View Elementary School also has wooden playing structures, basketball courts, baseball and open play area. The open playfield used for soccer by the High School also attracts residents from Clear Lake. Also, the large open play area by Lincoln School serves as a nice park. While there is an ongoing issue for adaptive reuse of the Lincoln School building, it would be nice to preserve the outdoor play area as a public park.

Community Parks

These types of parks typically include areas of diverse use and environmental quality. Such parks meet community-based recreation needs, may preserve significant natural areas and often include areas suited for intense recreational facilities. Typical criteria for community parks include:

- Adequate size to accommodate activities associated with neighborhood parks, but with space for additional activity.
- A special attraction that draws people from a larger area, such as a pond or lake, ice skating rink, trails, special environmental or cultural features, or specialized sports complexes.

Community parks generally contain between 30 and 50 acres and serve a variety of needs. The typical service radius of a community park is approximately ½ mile to 3 miles. Traditional NRPA guidelines for community park areas call for 5 to 8 acres per 1,000 residents.

Clear Lake has two community parks: City Park and Clear Lake State Park. Though City Park is much smaller in size than a standard community park, it serves the whole Clear Lake community. It has some unique features such as the Band shell and lake access.

The Clear Lake State Park also serves as a community park for Clear Lake. Though the park is outside of

city limits, because of its proximity and accessibility to Clear Lake residents, it provides various recreational opportunities to the residents and visitors.

For cities like Clear Lake, large community parks are often difficult to develop and maintain. Thus, medium-sized neighborhood parks are more desirable and should be given importance while developing the city's park system.

Special Use Parks

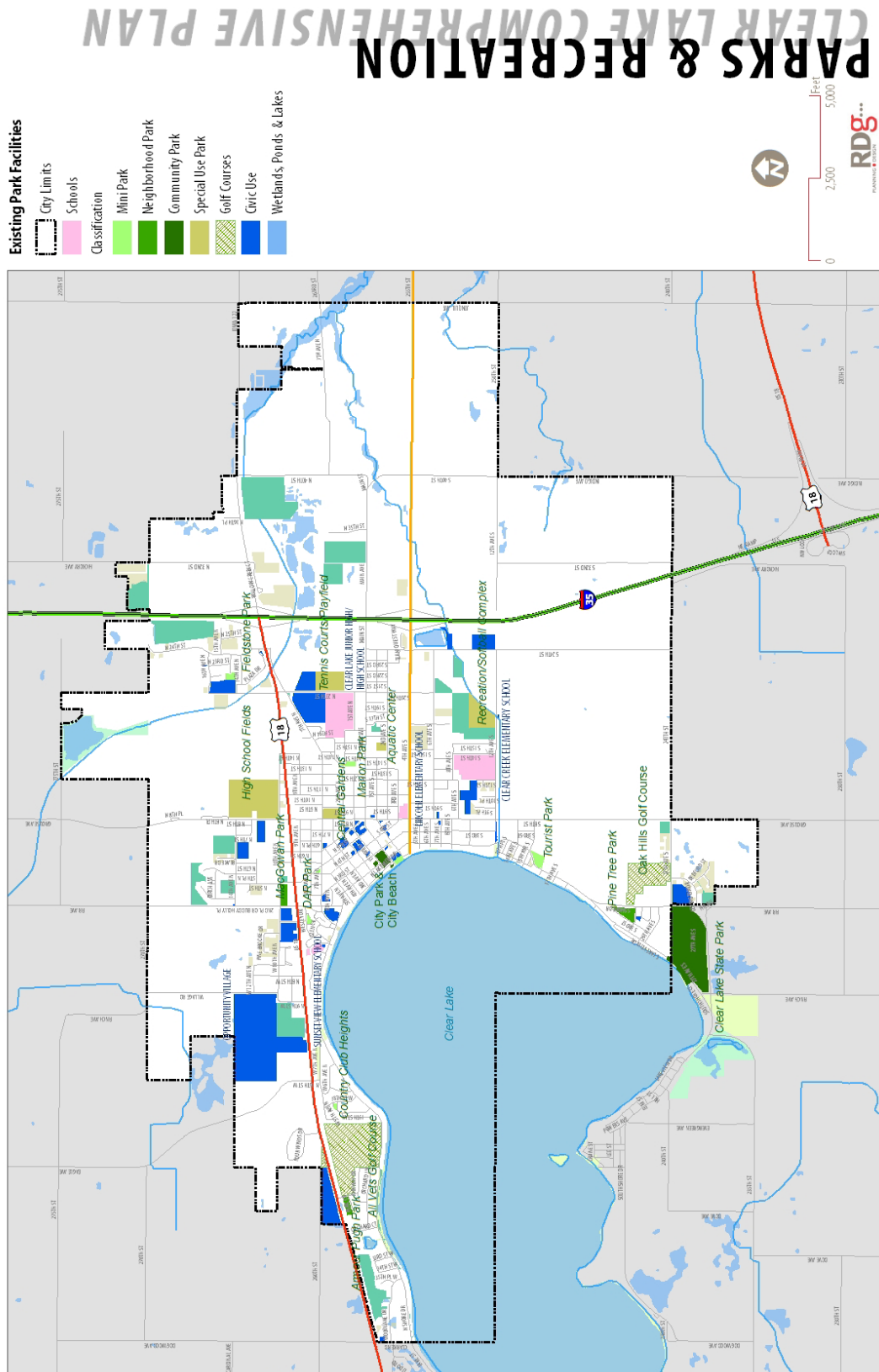
These cover a broad range of facilities oriented toward a single use, including cultural or social sites and specialized facilities. Due to the cost of maintaining smaller special use parks, the City should try to limit the development of these and instead incorporate these features into larger neighborhood parks.

Clear Lake has a number of special use park functions that highlight the community's unique qualities. The City Beach, Aquatic Center, Central Gardens, Recreational Complex, High School Fields, and Tennis Courts are special use parks in Clear Lake.

Open Space and Trails

These cover open spaces excluding parks, playgrounds and other recreation facilities. Trails are paths or roads used for walking, biking, or skating and are an important part of recreation in any community. Trail use has become very popular for a wide variety of users.





Map 4.1: Clear Lake Existing Parks and Recreation Facilities

MINI PARKS

- Generally less than 1 acres.
- Addresses limited, isolated or unique recreational or open space needs.
- Service area of less than ¼ mile.
- Due to maintenance costs, most cities discourage mini parks.

Facility	Approximate size (Acres)	Playground Areas	Playing Equipments	Courts	Special Facilities
Country Club Heights 18th Street West	0.43		swing set, slide, climbing/ playground structure, sandbox, sand digger	basketball	club house, picnic tables, benches
D.A.R. Park Wesley Drive, south of US HWY 18	0.50		swing sets, slides, small whirl, merry go round	No	picnic tables
FieldStone Park 14th Place North, north of US HWY 18 and west of I-35	1.35		seat bouncers, funnel ball, dome climber, wood climbing structure, swing set	No	picnic tables, grill, bench, sun dial
Marian Park 2nd Ave. N. and 2nd Ave. NE	1.37		teeter-totters, small whirl, small slide, swing set, climbing/ playground structure	baseball diamond, ice rink (winter), warming house	picnic tables, gazebo/ shelter
Tourist Park Located along South Shore Drive	1.00		duck and whale bouncer, wood climbing structure, swing set,	2 sand volleyball courts	shelters, picnic tables, benches, grills, cabin, restrooms
Triangle Park Intersection of 4th and 5th Streets, North of the Central Business District.	0.34		swing set, slide, large and small whirls, wood climbing structure	No	picnic tables
Total Mini-park Area	5.00				
Acres per 1000 residents	0.64				

NEIGHBORHOOD PARKS

- Basic unit of a park system, providing a recreational and social focus for residential areas.
- Offer informal active and passive recreation activities.
- Typical service radius of 0.5 mile if uninterrupted by barriers.
- Optimal size of 5 to 10 acres.
- 1 to 2 acres of neighborhood parks per 1,000 people.

Facility	Approximate size (Acres)	Playground Areas	Playing Equipments	Courts	Special Facilities
Armour Pugh Park South of Highway 18, west of Shorewood	2.99	No	digger, merry go round, swing set, slide, climbing/ playground structure, sandbox, sand digger	No	benches, picnic tables, restrooms, shelter with electricity, grill
MacGowan Park 10th Avenue North, north of Highway 18	3.00	No	digger, 2 bouncers, tire cluster, swing set, wood climber, small whirl, climbing/ playground structure		picnic tables, grills, restrooms, shelter with electricity, grill
Pine Tree 1600 South Shore Drive	3.63	Yes	teeter totter, swing set, slide, merry go round, digger, elephant bouncer, climbing/ playground structure	basketball court, sand volleyball court, baseball diamond	picnic tables, benches, restrooms, shelter with electricity, grill
Total Neighborhood Park	9.62				
Acres per 1000 residents	1.21				

COMMUNITY PARKS

- Generally 10 to 50 acres, typically 30 to 50 acres.
- Typical service area of 0.5 to 3.0 miles.
- Traditionally community park areas call for 5 to 8 acres per 1,000 residents.
- Includes neighborhood park menu of facilities, but serves a larger purpose.
- Meets community-wide recreational needs, and includes special facilities.
- May include special natural environments.
- Often act as a major community image feature.

Facility	Approximate size (Acres)	Playground Areas	Playing Equipments	Courts	Special Facilities
City Park					
Located at Downtown Clear Lake	3.08	Yes	small whirl, dome whirl, teeter-totter, swing sets, cabin play structure, playground equipments, climbing/ playground structure		bandshell, gazebo/shelter, picnic tables, benches, electrical boxes, restrooms, grill, Lakeview community room, lake access
Total Community Park	3.08				
Acres per 1000 residents	0.40				
SPECIALTY PARKS					
- Specialty parks cover a broad range of facilities oriented towards a single use including cultural or social sites, specialized facilities, and sports complexes.					
Facility	Approximate size (Acres)	Playground Areas	Playing Equipments	Courts	Special Facilities
Aquatic Center 1420 2nd Ave. South	1.67	No	swimming lanes, diving boards, floatables, slides,	No	foot pool, bathhouse
Central Gardens 800 2nd Avenue North	2.75	No	No	No	theme gardens, tables, benches, sitting areas
City Beach South of Central Business District on the Lakefront	0.83	No	No	No	beach
High School Fields	39.28	Yes			
Recreation / Softball Complex	11	Yes		soccer fields, football, softball	youth soccer, youth flag football, storage building
Tennis Courts/ Playfield North 20th Street, just east of the cemetery	11.7			Lighted Courts	
Total Specialty Parks	67.3				

STATE PARKS					
Facility	Approximate size (Acres)	Playground Areas	Playing Equipments	Courts	Special Facilities
Clear Lake State Park	55				beach, restrooms, campgrounds, lake access, shelters, benches, electrical hookups, picnic area, lodge, hiking/ bicycling trails
TOTAL PARK AREA	140				
Acres per 1,000	17.70				



FACILITIES IN RELATION TO POPULATION

SERVICE STANDARDS

Level of Service Analysis for Future

Development

The recreational opportunities offered by parks are important community assets that help make a community an attractive place to live, work and invest in. Table 4.2 identifies the future park needs for Clear Lake based on local and national standards. In 2005, Clear Lake’s total population was estimated at 7,920. Projections for future park needs are based on National Standards and the City’s existing level of service, utilizing a 2025 projected population of 8,726.

Based on the City’s existing level of service, Clear Lake will need to add an additional 15 acres of park land. However, based on the National Standards, the City will need to add about 8.00 acres of neighborhood parkland and 53 acres of community park land by year 2025. Clear Lake should consider developing neighborhood parks within new growth areas and should focus on the expansion and maintenance of City Park.

Table 4.2: Future Park Needs

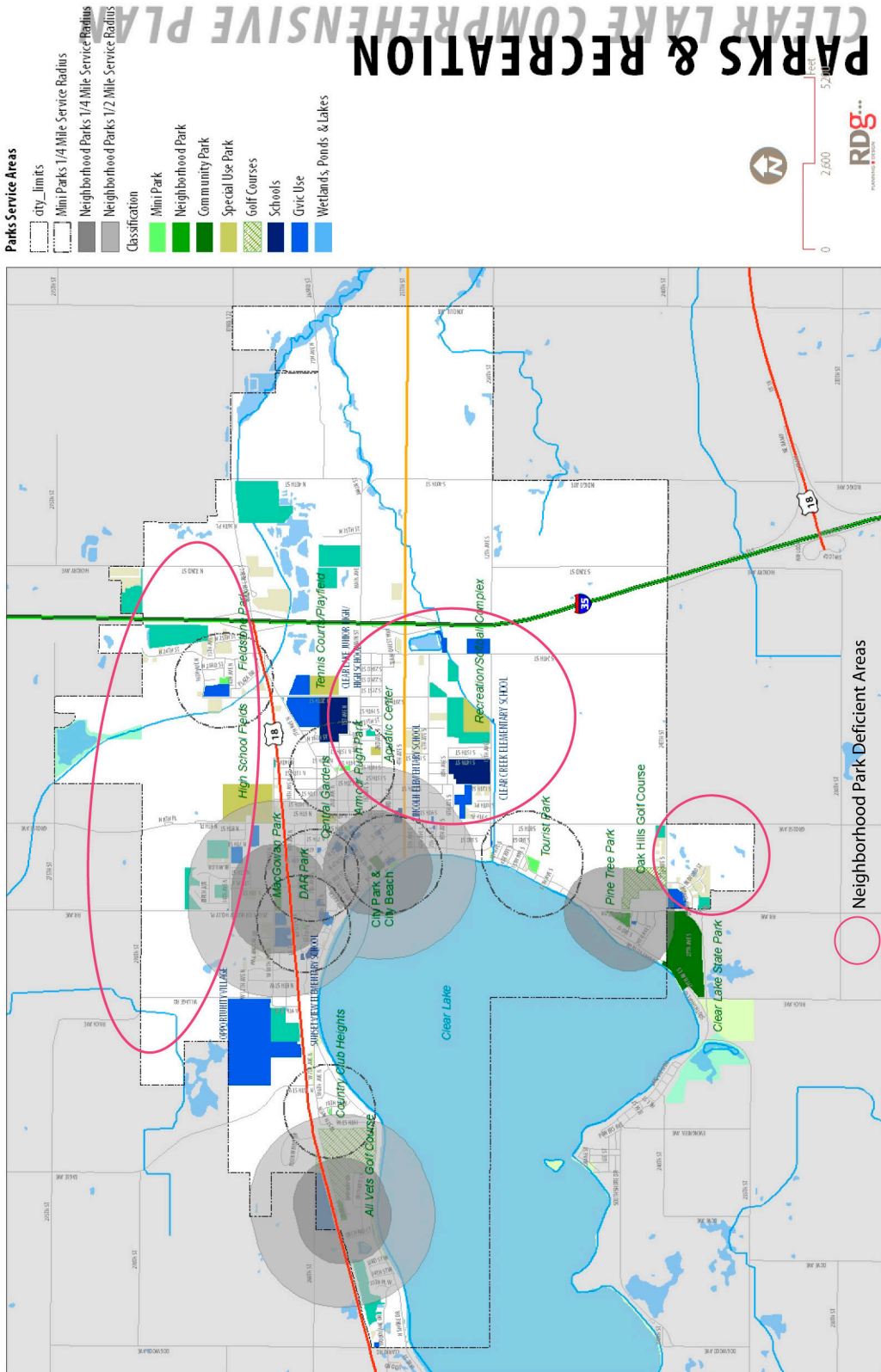
Park Type	Existing Acreage	Existing Acres per 1,000 Residents	Future Parkland Need Based on Existing Services	Additional Park Land	Acres per 1000 Residents Based on NRPA	Future Parkland Needed Based on NRPA	2025 Deficit
Mini Parks	5.82	0.74	6.50	0.68	–	–	–
Neighborhood Parks	9.62	1.21	10.60	0.98	1-2 Acres	17.50	7.90
Community Parks	3.08	0.38	3.40	0.32	5-8 Acres	56.72	53.64
Specialty Parks (excluding golf courses)	66.4	8.40	73.30	6.90	–	–	–
State Parks	55	7.00	61.00	6.00	–	–	–

FACILITIES BY GEOGRAPHICAL DISTRIBUTION

Geographic park service can be evaluated using the NRPA standards of a ¼ mile and ½ mile service radius for park facilities. Map 4.2 Existing Park Service Areas illustrates a ¼ mile and ½ mile service radius for the Clear Lake Parks and Recreation facilities. The map illustrates the service radius for neighborhood and community parks within Clear Lake.

Clear Lake State Park is outside of the city limits. However, it serves the whole Clear Lake community. Therefore, half mile service area is not applied to the State Park. Mini parks have limited function and only serve the neighborhood immediately surrounding the park; therefore, a quarter mile limited park service radius is drawn around mini parks. Special use parks only serve a unique function and are not buffered for service areas.

The map demonstrates areas in Clear Lake that do not have access to parks within a half mile distance. The area northeast of Highway 18 lacks significant park services. Also, area south of 4th Ave South lacks adequate neighborhood park services. Finally, the developing area directly east of Clear Lake State Park, Stonecliff Subdivision, will need a neighborhood park as it grows. While this area is adjacent to the State Park, that facility consists of a campground. Area playground and playfield facilities are difficult



Map 4.2: Clear Lake Existing Park Service Areas

to access. All of these future growth areas in Clear Lake should be served by neighborhood parks that include playfield areas as well as playground facilities. These neighborhood parks should also be linked to a community trail system.

School playground facilities also serve as playground and parks for the communities. Clear Lake has four schools which all fall under the Clear Lake Community School District; Lincoln Elementary School, Clear Lake Junior High/ High School, Clear Creek Elementary School and Sunset View Elementary School. The open space and playground facilities serve the communities with parks and open space. Clear Creek Elementary School has an outdoor classroom facility that also serves as recreational area for the residents.

OPEN SPACE AND TRAILS

Recreational Trails

Trails are an important part of recreation and tourism in many communities. The document “Comprehensive Land Use and Transportation Plan for Joint Development” for the City of Clear Lake, Cerro Gordo County and Mason City (1999) emphasizes joint tourism activity between Clear Lake and Mason City. The Plan recommends enhancing and linking existing recreational trails, such as the Trolley Trail on B-35, to a regional network of greenway trails along Willow Creek and other floodway areas to increase the tourism potential of the Highway 18 corridor region. The plan states that a mixed-use recreational trail plan that ties the two communities together or utilizes some of the natural scenic beauty of the Lake could attract many different classes of users and benefit the local residents.

Existing Trails

Trolley Trail exists between Clear Lake and Mason City on B-35. Sisters’ Prairie Bike Trail, a new paved trail near Lone Tree Woods on the Lake’s south side, is one of the newest recreational trails in the area. The trail connects South Shore Drive to Ventura and



North Shore Drive.




Cerro Gordo County Recreational Trails Plan

Cerro Gordo County Recreational Trails Plan was prepared by the Cerro Gordo County in 2001. The Plan recommends trail segments throughout the county that provides linkages between existing trails, city and county parks, cultural and natural resources, recreation and wildlife areas, communities, neighboring counties, and other tourism destinations in the county. Trails linking parks and recreation facilities and school sites offer residents and visitors numerous recreational opportunities and contributes to the overall livability and quality of life in the community. During the planning process, trails were identified by the public and then analyzed and evaluated to ensure a quality trail system. Proposed trail segments are divided into four types.

Trail Type 1 is the proposed trails in “Greenways” with separated trail facilities and minimal motorized conflicts. Trail Type 2 includes trails in Railroad ROW with minimal motorized conflicts. These include “Rails to Trails” and shared railroad ROW. Trail Type 3 is “shared ROW”, with bicycle accommodations which includes paved shoulder, bike lanes or wide sidewalks. Trail Type 4 is “shared ROW”, without bicycle accommodations and uses travel

CERRO GORDO RECREATIONAL TRAILS PLAN

MAP: PLANNED TRAILS FOR
CERRO GORDO COUNTY

-  Existing Trails
-  Local Highway
- PROPOSED TRAILS**
-  Type 1 Trail
-  Type 2 Trail
-  Type 3 Trail
-  Type 4 Trail

TRAIL TYPE 1 - Trails in "Greenway", minimal motorized conflicts. Separated trail facilities.

TRAIL TYPE 2 - Trails in Railroad ROW, minimal motorized conflicts. Includes "Rails to Trails" and shared RR ROW.

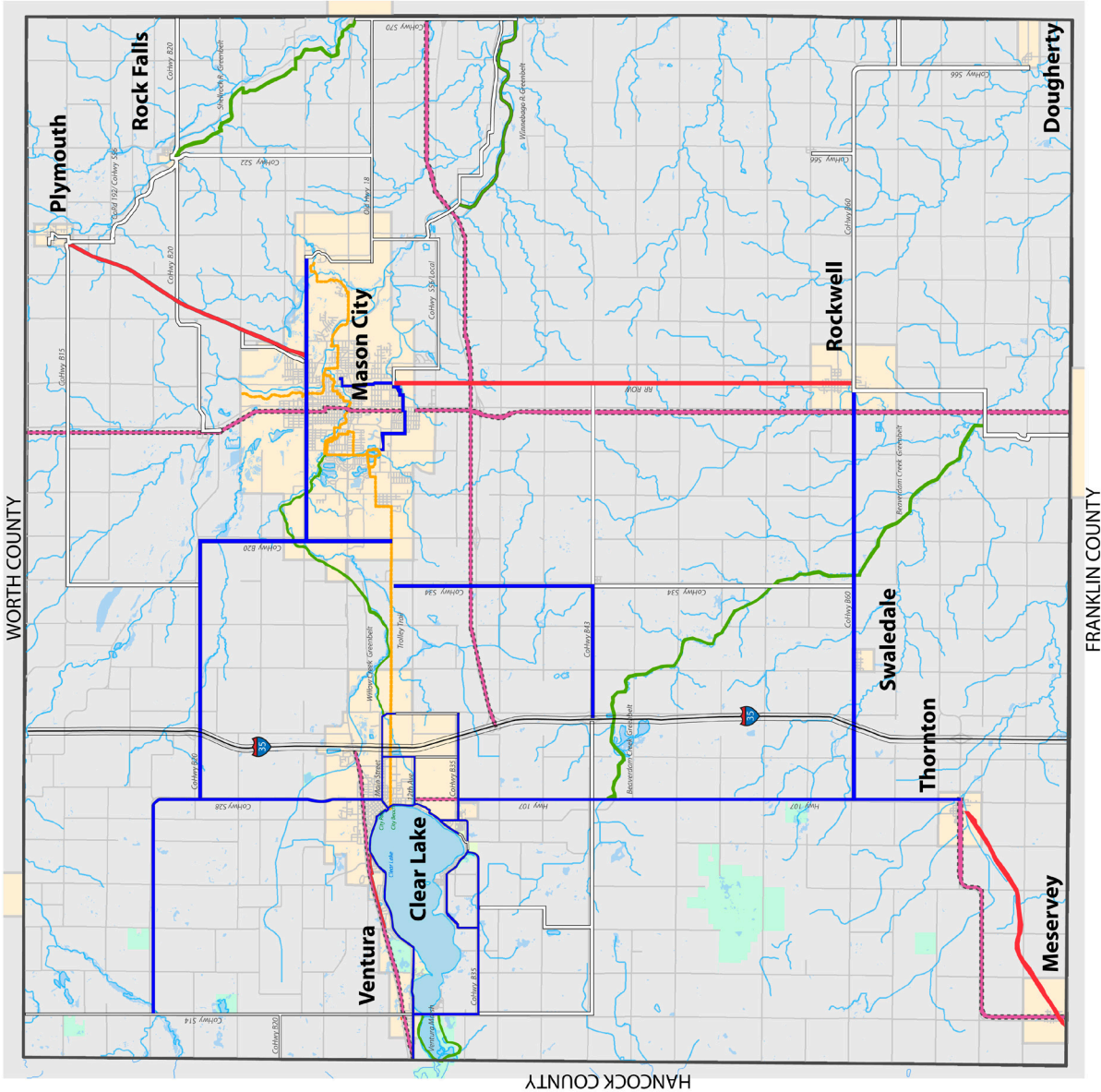
TRAIL TYPE 3 - Trails "shared ROW", with bicycle accommodations. Includes paved shoulder, bike lanes or wide sidewalks.

TRAIL TYPE 4 - Trails "shared ROW", without bicycle accommodations. Use travel portion of vehicular lane.



RDS
PLANNING • DESIGN

Map Source: Dunbar / Jones



Map 4.3: Cerro Gordo County Recreational Trails Plan

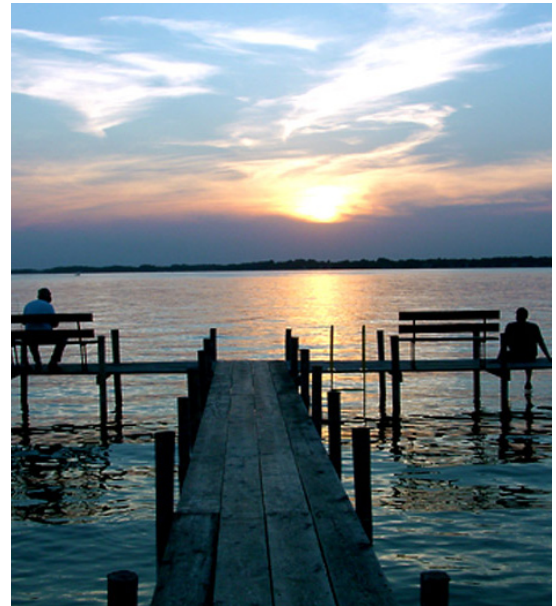
portion of vehicular lane.

Map 4.3, Planned Trails for Cerro Gordo County shows the regional context of the trails in Clear Lake and other communities. Proposed trails with their types are shown. The existing Trolley Trail connects Clear Lake with Mason City. Proposed Trail Type 3 on Hwy 107 connects Clear Lake with Thornton and Meservey. Trails are proposed along the greenways such as the Beaverdam Creek Greenbelt, Winnebago R. Greenbelt and Shellrock R. Greenbelt. Trail connections are also proposed to connect Mason City with Plymouth and Rockwell and hence to Dougherty and Swaledale.

Map 4.4, Clear Lake Area Planned Trails highlights the existing and proposed trails in Clear Lake and its immediate surroundings. Type 3 trails are proposed around the lake along the Southshore Drive, Northshore Drive and Lake St. Similar trails with bicycle accommodations are proposed along Main Street, 12th Ave S., and 27th Ave S. Trails along Grouse Ave connect Clear Lake to Thornton on the South. The existing Trolley Trail along 4th Ave S. connects to Mason City. The map also shows the parks and recreation facilities in Clear Lake. Some of the park facilities such as Pine Tree Park, Tourist Park, City Park and City Beach are well connected with the proposed trails along Southshore and Northshore Drives. Connecting these park and recreation facilities with the trails creates a walkable environment in Clear Lake. With the increase of retiring population in Clear Lake, trails also function as an attraction to a healthy lifestyle. Thus, trail connections linking these facilities will be an important part of the Parks and Recreation Plan for Clear Lake.

Public Access to Clear Lake

Public access to the Lake is a major issue in Clear Lake and a potential constraint for tourism. According to the Department of Natural Resources, less than 18% of the shoreline of Clear Lake is publicly owned. Within the corporate limits of the City of Clear Lake, there is approximately one-half mile of



shoreline that is open to the public. This accounts for less than four percent of the total corporate frontage. The remaining shoreline that is publicly owned is located in Clear Lake and McIntosh Woods State Parks. There is a prominent public access at the edge of the downtown city park which, when combined with the adjacent city beach, provides both boater and pedestrian public access to the Lake.

Other public accesses are located at each approach to the lake from 5th Avenue South to 20th Avenue South, North Lakeview Drive, 5th Avenue North, Beach Drive, Mars Hills Drive. Public docks are located off of the public accesses within the city limits of Clear Lake. The docks are public, but privately maintained and constructed.

Boat Launches

Paved boat launch ramps are located at Main Avenue near City Park; Tourist Park area off South Shore Drive, near 20th Ave S., next to the former Ritz Club in the Bayside area just off South Shore Drive, McIntosh Woods State Park in Ventura and Lynne Lorenzen Park, Ventura.

CLEAR LAKE COMPREHENSIVE PLAN CERRO GORDO RECREATIONAL TRAILS PLAN

MAP: CLEAR LAKE PLANNED TRAILS

PROPOSED TRAILS

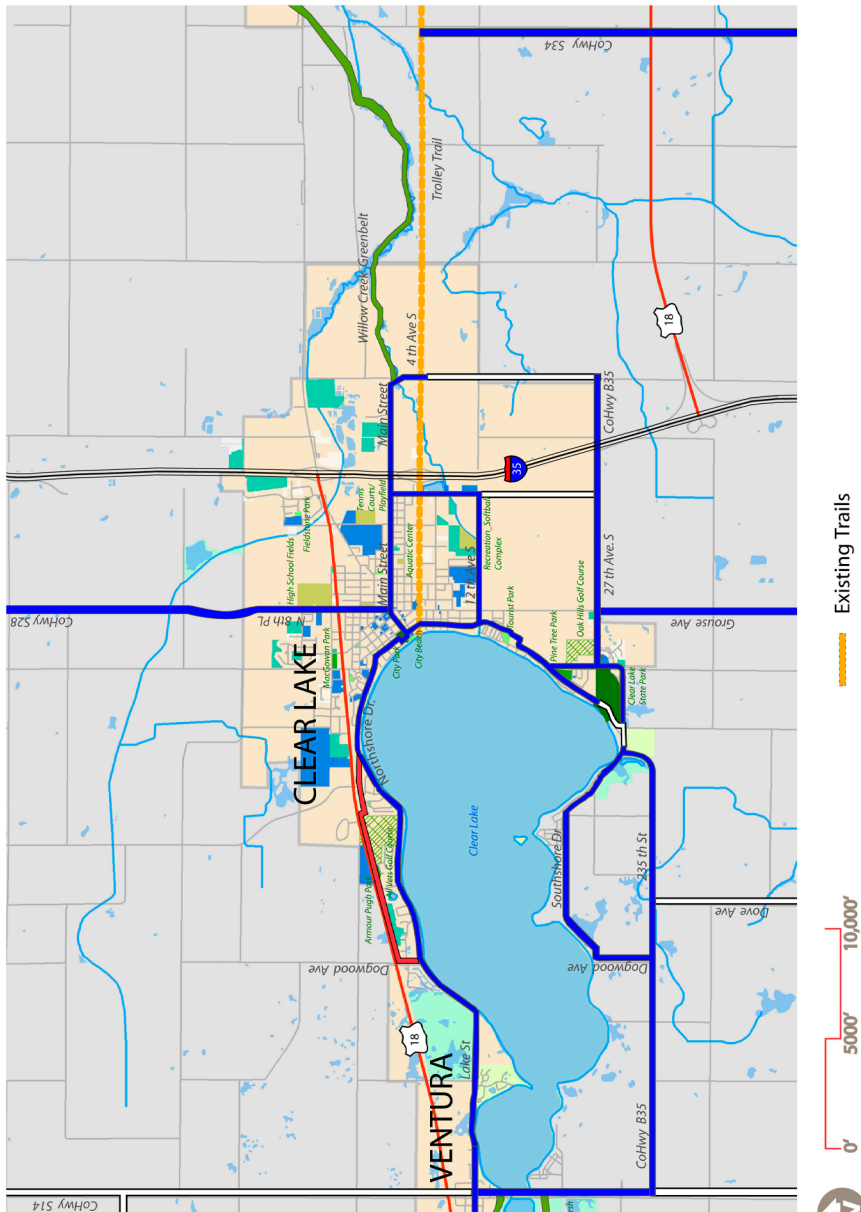
- Type 1 Trail
- Type 2 Trail
- Type 3 Trail
- Type 4 Trail

TRAIL TYPE 1 - Trails in "Greenway", minimal motorized conflicts. Separated trail facilities.

TRAIL TYPE 2 - Trails in Railroad ROW, minimal motorized conflicts. Includes "Rails to Trails" and shared RR ROW.

TRAIL TYPE 3 - Trails "shared ROW", with bicycle accommodations. Includes paved shoulder, bike lanes or wide sidewalks.

TRAIL TYPE 4 - Trails "shared ROW", without bicycle accommodations. Use travel portion of vehicular lane.



Map 4.4: Clear Lake Area Planned Trails

PARK DEVELOPMENT CONCEPT

The overall concept for Clear Lake's future park and greenway system:

- Allows the park system to grow with the City
- Proposes new recreation centers, which are integrated into the greenway system
- Provides parks and recreational facilities needed to meet community needs and priorities
- Envisions a linked park system that integrates Clear Lake's future open space system into a trail network that unites the entire community
- Establishes a trail system linking major community features and existing and proposed residential areas
- Creates a walkable community that is safe, sound and enjoyable to all types of residents
- Provide an equitable mechanism for financing of new park facilities.

The component of this plan includes:

Park System Expansion
Bikeway/Trail System
Park Site Improvements
Neighborhood Park Financing

Park System Expansion

Clear Lake will need to provide new parks and recreation areas as growth occurs in order to maintain a high level of park and recreation service throughout the city. All areas of the community should be served by community and neighborhood parks, establishing adequate service to all of the city's neighborhoods. Map 4.5 Proposed Parks and Trails illustrates the proposed locations for future parks and recreation facilities in Clear Lake.

The majority of Clear Lake's short term growth will likely occur in the north of Highway 18 growth area and in the remaining vacant lots within existing development. Future growth is also projected to occur south of 12th Avenue South, around the redevelopment of the current ball-field as a Southeast Park. With the redevelopment of Lincoln School site to

housing facilities, additional park service will be needed in these growth areas. The Clear Lake Parks and Trails Plan proposes establishing new parks and a recreation center in the community.

Southeast Park and Recreational Field

Southeast Park is proposed north of 12th Ave. and West of S. 20th Street. Southeast Park is intended to serve the city with ample parkland, playfields and recreation space while also meeting the park and recreation service needs of neighboring households and families. The park is proposed to meet the demands for a large-scale community park with recreational facilities in Clear Lake.

Northwest Park

Northwest Park is proposed north of Opportunity Village adjacent to a large established wetland area. This large scale park will serve the growing park needs for new residential developments proposed north of Highway 18, especially on the northwest part of the City. While this would be a great site for a community park, it is not anticipated that this northwest community park will be needed within the 20-year horizon of this plan.

Neighborhood Parks along peripheral parkway

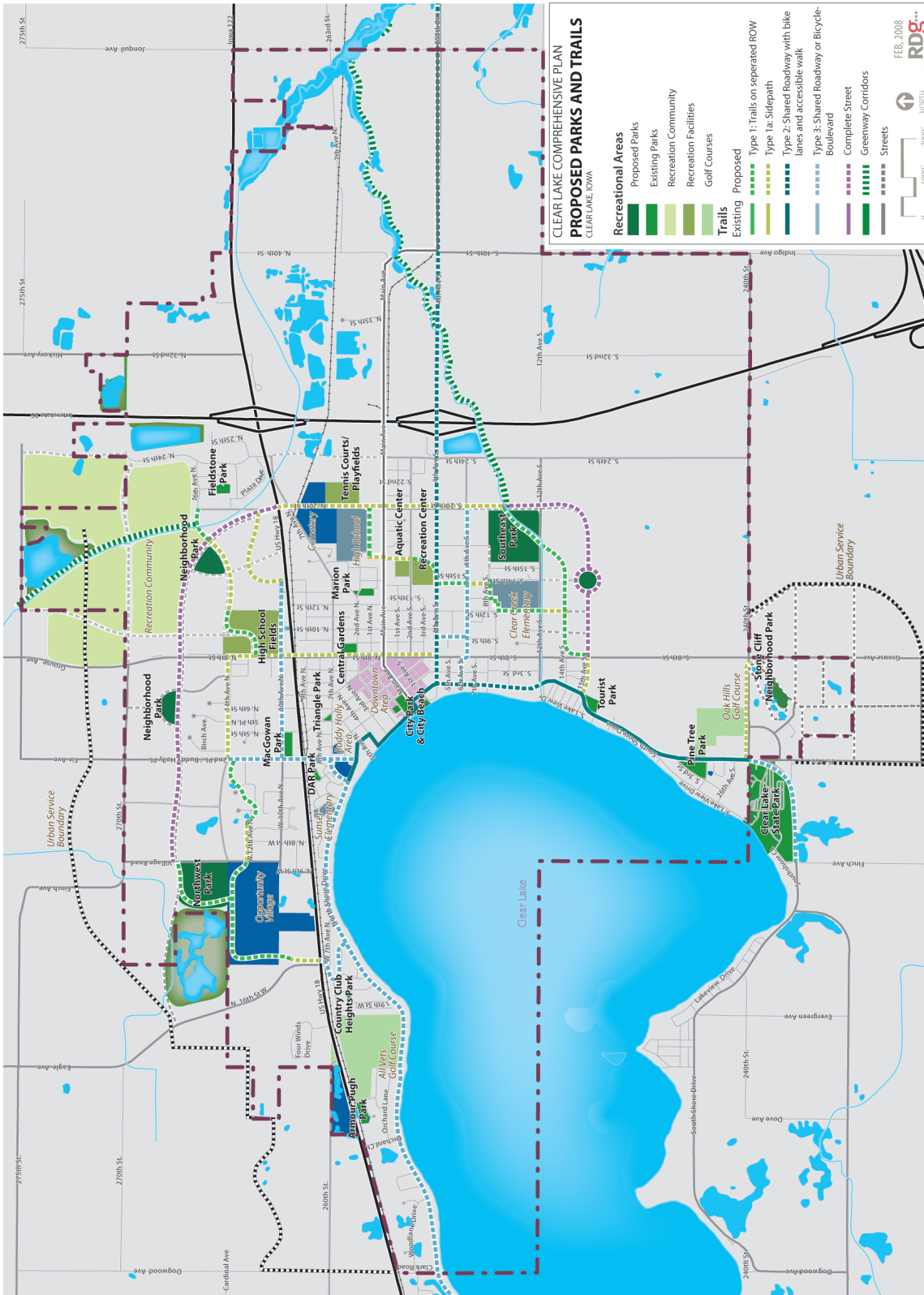
Two neighborhood parks are proposed along the peripheral parkway adjacent to residential growth areas. These new neighborhood parks are proposed in the growth area north of Hwy 18. The residential growth centers and proposed parks are linked with existing parks by a bikeway/trail system.

Stonecliff Neighborhood Park

This developing area east of Clear Lake State Park should incorporate a neighborhood park as it grows. There are existing wetland areas that need to be preserved within this development area, and a neighborhood park incorporating playground and playfield facilities could be combined with preservation of these natural features.

Swimming Pool / Recreation Complex

Residents have noted an existing demand for additional sports complex, providing soccer and base-



Map 4.5: Clear Lake Proposed Parks and Trails Plan

ball/softball fields and indoor recreational facilities. The existing County Secondary Roads area adjacent to the aquatic center is a recommended location for a future Recreation Complex which will house both indoor and outdoor recreation facilities. Existing uses should be relocated to assemble area to combine with the swimming pool to be developed as a combination of park, swimming pool and recreation complex.

Park Facilities

High quality community and neighborhood parks are determined by both size and features. Proposed parks should include these major features / amenities:

- Picnic area with shelters
- Restrooms with drinking fountains
- Toddlers playground (ages 2 to 5)
- Children's playground (ages 5 to 12)
- Ballfield
- Flat open sports practice area (at least an acre)
- Basketball courts/Volleyball courts
- Walking paths and sidewalks
- Sufficient lighting
- Tree planting and landscaping
- Site furnishings

Drainage-ways and floodplains should continue to be protected from development and utilized as community greenways and open spaces as opportunities arise. These open spaces and greenways create important links in the city's park system and theoretically increase the parks service areas.

Bikeway / Trail System

Clear Lake should develop a trail system that links destinations within the city and provides a quality of life amenity. Trail development has become a significant amenity to communities across Iowa. This is no longer an amenity found only in the state's largest communities. Trails are now a feature that many people seek out when moving to any size community. The benefits to trail development not only include recreation but also:

- Health and physical activity
- Transportation
- Economic and community development
- Improved community image and quality
- Historical interpretation and linkages
- Environmental education and preservation
- Corridor conservation for multiple uses

A multipurpose trail system should follow six basic principles:

1. The system should be community wide. Clear Lake's community destinations are spread out throughout the city, including the city parks, schools, shopping and recreation destinations. A city wide system not only provides access to all of these destinations, but fosters contact among all existing and proposed neighborhoods and helps visitors appreciate the city and its unique qualities.
2. The system should benefit a wide variety of users. Pedestrians and bicyclists will be the dominant users of the trails. Yet, opportunities in the greenways/trails can meet the needs of a wide variety of users. Trails can serve all types of people with many different interests and capabilities – seniors, children, families, people with disabilities, and visitors to the area. Indeed, new user groups and requirements are likely to emerge in the future.
3. The system should have multiple benefits. Recreation and physical activity continue to be the fundamental values of trail development. We have become increasingly aware that health and physical activity benefits are no longer just "amenities". Yet, trails have benefits beyond recreation and health. These benefits include community transportation, education, family experience, safety, and economic development.
4. The system should create economic opportunities. Trails are increasingly important to the effort of attracting residents and investments. The success of the national trail movement has caused people to

expect their own communities to provide a quality trail system.

5. The system must be strategic and sustainable. In today’s economy, governments at all levels face serious financial limitations. While these limits affect capital development, the operational costs of trails must also be considered. Trails that are neglected or deteriorated do not serve the needs of the community and waste community resources. Clear Lake’s system must be strategic and focused on areas that will most efficiently meet both user needs and the overall goals of the city.

6. The system should build on and enhance existing networks and efforts. The city has completed some parts of development as suggested in the County Trails Plan. Future trail development should utilize and build of the existing trails.

Proposed Trails System

A comprehensive trails system is proposed for Clear Lake which includes different types of trails connecting existing and proposed parks with residential growth centers and major civic facilities. The recommended trail system includes the following types of trails:

- Trails Type 1:** Trails proposed on a separated ROW.
- Trails Type 1a:** Trails proposed along the side path of a street.
- Trails Type 2:** Shared roadways with bike lanes and accessible walk.
- Trail Type 3:** Shared roadway or Bicycle Boulevard.

Complete Street: Trails along the peripheral parkway with landscaping and pedestrian facilities.

Potential Corridors: Corridors/drainage ways with

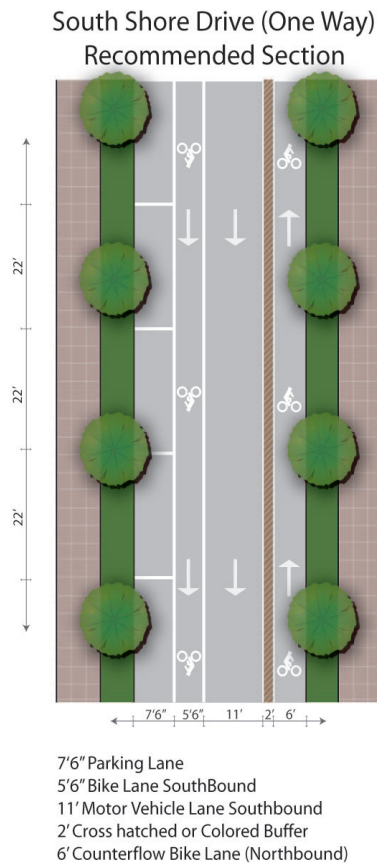
potential for developing as greenways.

Map 4.5 *Proposed Parks and Trails System* depicts these different types of trails. The dark green colored thick dashed lines are the proposed trails in the greenway corridor on the east side of town.

The trail system on the east will follow the 20th Street south through the High School site, then on south, through the pool and the proposed Recreation Center site, and then extends south along the western edge of the Clear Creek Elementary school with an extension to the Southeast Community Park. Finally, the trail extends south to 14th Ave. and then west to 8th Street South.

The proposed peripheral parkway includes trails and landscaping along its entire length. This is the “complete streets” concept. However, the main trail

Map 4.6: South Shore Drive – Recommended One Way



leaves the parkway to extend along the drainage way through the southeast community park, across 12th Ave S. and then connect back to the parkway system at 8th Street South and terminates at Tourist Park.

The connection to the Trolley Trail from Mason City will be through 4th Ave South. 4th Ave's conversion to a three lane (center turn lane) road would free an extra lane which could be developed as on-street bike lanes. The dark blue dashed lines show the shared roadway with bike lanes and pedestrian facilities. Dark blue lines around the lake and the downtown area are the existing bike trails on Lake Shore Drive.

Light blue lines show the shared roadway. Such shared roadways should be signed appropriately. These are also called bicycle boulevards as these are shared bike routes. These are proposed along the South Shore Drive and North Shore Drive.

The City recently approved a one-way traffic/bike lane concept for South Shore Drive, Downtown to 12th Ave. This plan recommends a 2 foot buffer on the counter-flow lane Northbound. Careful signage and pavement markings should also be used for safety considerations. The 2 foot buffer prevents motorists travelling south from wandering into the bike lane accidentally. The buffer lane can be fitted within the 32 feet road section as shown in Map 4.6.

Park Site improvements

The Parks and Recreation Department of Clear Lake should develop strategies and plans for improving the city parks. The parks should also be well maintained. Continuous improvements and upgrades of the city parks will improve the overall quality of the parks environment and enhance the nature.

Currently, the city has plans to improve City Park with landscaping and paver bricks. The improvements will start with the area by the Bandshell on both sides and continue along the two corners at the east end of the park. Also, the parks department has

plans to purchase playground equipments for some of the smaller parks.

Neighborhood Park Financing

Clear Lake should devise an equitable mechanism to finance community and neighborhood park acquisition to ensure reservation of well located and appropriately sized open spaces. Park acquisition may take place through one of the two procedures:

- 1) Dedication of appropriate parcels by developers
- 2) A payment in lieu of dedication to acquire other park sites to serve the area being developed.

The City of Clear Lake should establish a park land dedication policy for all new developments. The payment in lieu of dedication approach to park financing must be undertaken at the request of the developer and requires local processes to track expenditures to the direct benefit of those areas that pay the fee.

The obligation for land dedication (or payment in lieu of dedication) is a function of:

- Acres in the development;
- Development capacity established by the development's zoning
- Number of people per housing unit in Clear Lake, differentiating between single-family and multi-family residences
- The city's desired level of service standard in acres of community and neighborhood parkland per 1,000 residents.

Neighborhood Park dedication should be calculated through one of the two approaches:

- Dedication based on park land need per person or
- As a percentage of the total development area.

In addition to requiring a quantity of land Clear Lake's Park land dedication policy must take into account the quality of the land. The City's policy should require that the land be appropriate for

neighborhood park development, including at least 1 acre of flat ground and a limited percentage of the area utilized for storm water drainage.

Approach I: Parkland per person

Step 1: Determine persons per household averages, usually by dwelling type. In 2000, Clear Lake’s average household size was 2.43 for owner occupied units and 1.86 for renter occupied units.

Step 2: Establish parkland acre per 1000 population standard. Clear Lake’s existing standard is 10.8 acres per 1,000 for overall park land and 1.2 acres for neighborhood parks.

Step 3: Alternate A – Count actual lots in proposed subdivision/development, determine total population, and multiply by Parkland Acre/1,000 population standard to determine required dedication.

Step 3: Alternate B – Use minimum lot size in zoning district, reduce to get Net Density, determine total population, and multiply by Parkland Acre/1,000 population standard to determine required dedication.

Approach II: Parkland as a percentage of total development area

Under this approach the City ordinance establishes the amount of parkland as a percentage of the total development area, varying the percentage in accordance with the minimum lot area per unit. The following numbers provides an example of this Approach.

Residential Uses: Min. Lot Area	Percentage of Total Land Area
25,000 – 40,000 sq. ft. or greater	3%
8,000 – 24,999 sq. ft.	5%
2,499 – 7,999 sq. ft.	10%

Other Funding Opportunities

Other parks and trail funding opportunities include:

Iowa DOT Funds: There are three Iowa DOT grant programs which provide funding for trails development - Federal Recreational Trails Program, State Recreational Trails Program, and Federal Transportation Enhancement Program.

Transportation Enhancements (TE): TE funds are appropriated through federal transportation legislation (currently SAFETEA-LU) for trails, corridor beautification, and enhancement. This program is administered through the Iowa Department of Transportation and provides 80-percent funding for approved projects. Matching funds are typically provided through general obligation park bonds.

General Obligation (GO) Bond: The GO bonds obligate general tax revenues toward retirement, and represent the highest level of security to bondholders. Issuance of GO bonds under certain circumstances requires voter approval. These bonds typically form the core of park financing mechanisms, with proceeds used for a variety of rehabilitation and development purposes.

Surface Transportation Program (STP): This is the primary federal road financing program, also appropriated through SAFETEA-LU and successor programs. STP funds may be used for trail facilities that are developed as part of a major transportation corridor.

Private Foundations and Contributions: Foundations and private donors can be significant contributors to park development, especially for unique facilities or for major community quality of life features.

CHAPTER FIVE TRANSPORTATION AND TRAFFIC ANALYSIS



TRANSPORTATION AND TRAFFIC ANALYSIS

This Chapter examines important elements of the transportation system that will assist in developing specific projects and policies. It discusses the structure of the City's street system and the role that its individual parts play.

The intent of a Transportation Plan is to identify existing street facilities and provide a framework for making the best use of those facilities. The Transportation Plan is designed to minimize the impact of through traffic on residential and agricultural areas and to maximize the benefits of safe access for commercial, industrial, and commuter uses through a well planned transportation system. The Transportation Plan complements the general land use plan. The Plan identifies improvements to existing corridors and identifies new corridors to accommodate future land development. Each corridor is assigned a functional classification.

Clear Lake should create a transportation system that moves people effectively through and beyond the community, while preserving the City's distinctive environment and accommodating future growth. During the survey and focus group meetings, issues such as road/traffic improvements, public transportation, improved traffic flow, aesthetic improvements along highway corridors, improved signage and road and trails extension were raised by the Steering Committee, stakeholders and residents of Clear Lake. As Clear Lake grows and changes, its transportation system should achieve strategies such as aesthetic improvements to highway corridors, enhanced entrances/gateways and improved signage, alleviated congestion at Lake Shore Drive, improved traffic flow through downtown, improved traffic flow in key corridors and improvement of the city-wide trail system.

Though the neighborhoods in Clear Lake are generally well connected, there are some major access

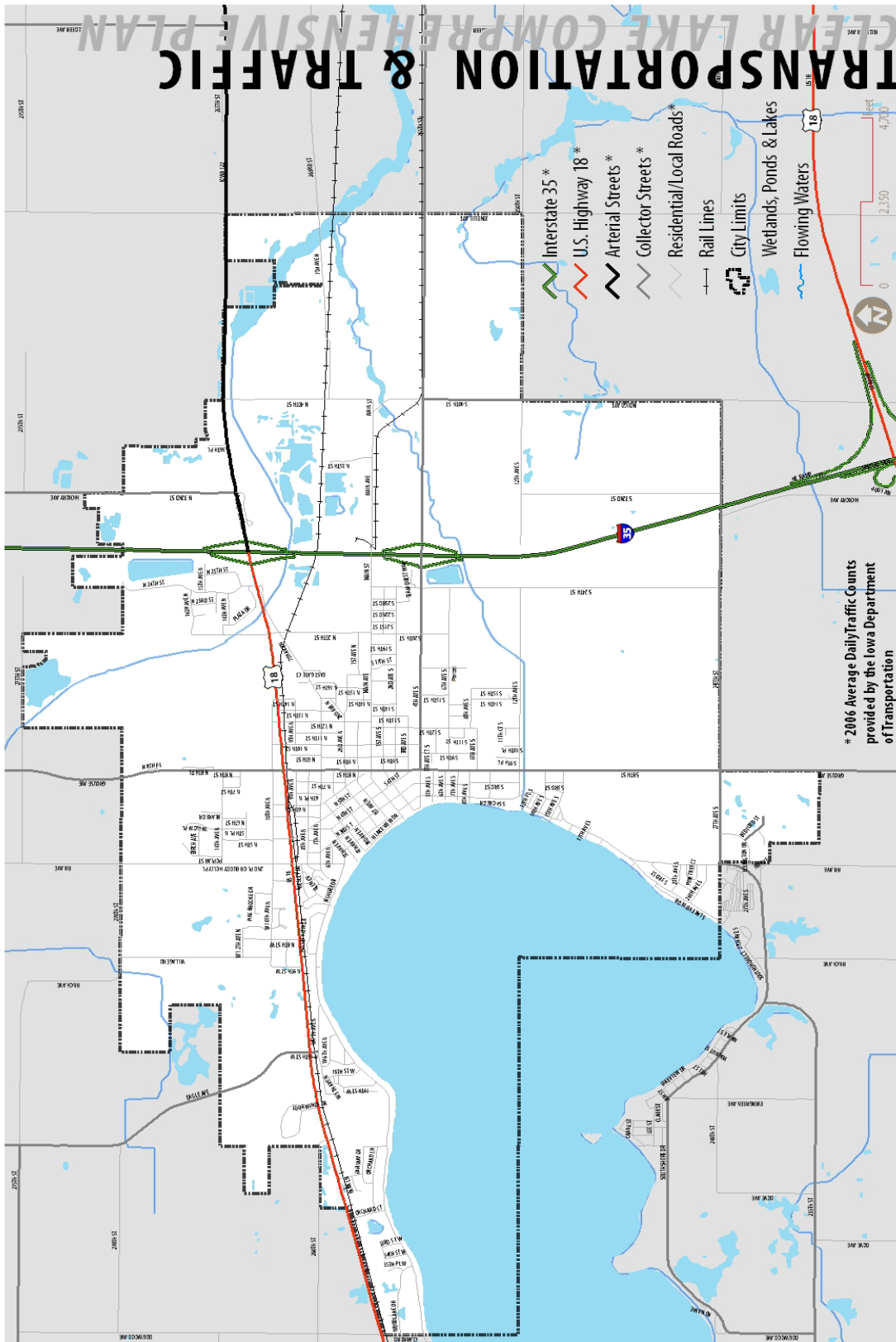


and traffic circulation issues in the lakefront area, downtown and along the fringes. These features are important to the overall performance of the City's transportation system and correcting these problems should be considered as the community grows.

STREET CLASSIFICATION

Streets in Clear Lake are placed in functional categories. These functional categories are established by the U.S. Department of Transportation as "Urban Federal Functional Classifications". The City recommends these designations to the Iowa Department of Transportation, who review and accept the designations. In the Federal Functional Classification System, there are five roadway types: interstates, principal arterials, minor arterials, collectors and local streets. Roadways with higher classifications, such as interstates and arterials, generally provide users a faster route, more capacity than most local streets, and connect cities or portion of cities together. Roadways with lower classifications, such as collectors and local streets, provide less capacity, slower traffic and access to homes, businesses, etc.

Map 5.1, Clear Lake Street Classification displays the Clear Lake's existing observed functional classifications. Streets in Clear Lake are placed in the following functional categories.



Map 5.1: Clear Lake Street Classification

Arterials: These roads serve the regional needs and connect major activity centers. They include:

- Hwy 18
- Iowa 122

Collectors: The collector system links neighborhoods together and connects them to arterials and activity centers. Collectors are designed for relatively low speeds (30 miles per hour and below), are typically 32 feet wide with parking on at least one side, and provide unlimited local access. Examples of collectors in Clear Lake's current system include:

- N 16th Street W
- N 8th Street
- N 32nd Street
- S 40th Street
- S 8th Street
- 4th Avenue S
- 27th Avenue S (between S 8th St and S Shore Drive)
- 240th Street
- Grouse Avenue
- Indigo Avenue

Local Streets: Local streets serve individual properties within residential or commercial areas. They provide direct, low-speed access for relatively short trips.

Civic Streets: These streets provide special civic spaces for the community by connecting major features together. They must offer good accommodation for pedestrians. Civic streets are not a part of the Federal Functional Classification System.

TRAFFIC CAPACITY ANALYSIS

A capacity analysis compares the traffic volumes on a street segment with the design traffic capacity of that segment. The ratio of volume over capacity (V/C) corresponds to a "level of service" (LOS), which describes the quality of traffic flow.

Measures of Level of Service

System performance of a street is evaluated using a criterion called the "level of service" (LOS). LOS is a qualitative measure that generally focuses on speed and smoothness of traffic flow under specific volume conditions. A ratio of volume to capacity (how much traffic the street carries divided by how much traffic the street was designed to carry) provides a short method for determining LOS. LOS categories are described as follows.

- **LOS A:** This describes a free-flowing operation. Vehicles face few impediments in maneuvering. The driver has a high level of physical and psychological comfort. Minor accidents or breakdowns cause little interruption in the traffic stream. LOS A corresponds to a volume-capacity (V/C) ratio of 0 to 0.60.
- **LOS B:** This condition is a reasonably free-flowing operation. Maneuvering ability is slightly restricted, but ease of movement remains high. LOS B corresponds to a V/C ratio of 0.60 to 0.70.
- **LOS C:** This level provides stable operation. Traffic flows approach the range where traffic increases will degrade service. Minor incidents can be absorbed, but a local slow-down of traffic will result. LOS C corresponds to a V/C ratio of 0.70 to 0.80.
- **LOS D:** This level is a marginally unstable traffic flow. Small traffic increases produce substantial service deterioration. Maneuverability is limited and comfort levels reduced. LOS D represents a V/C ratio of 0.80 to 0.90.
- **LOS E:** LOS E represents typical operation at full design capacity of a street. Operations are extremely unstable because there is little margin of error in the traffic stream. LOS E corresponds to a V/C ratio of 0.90 to 1.00.
- **LOS F:** LOS F represents a breakdown in the system. Such conditions exist when queues form behind a breakdown or congestion point. This

condition occurs when traffic exceeds the design capacity of the street. LOS F corresponds to a V/C ratio of above 1.00.

Table 5.1 presents the capacity of various street sections at LOS D, which is the breaking point where congestion problem begin to occur.

Cautions about the LOS System

The Level of Service measure is ultimately a measure of traffic speed. Clearly, LOS is an important measure because the fundamental purpose of streets is to move traffic. However, LOS does not measure other important values, including:

- Neighborhood preservation
- Environmental quality
- Economic vitality and access
- Energy conservation
- Efficient development patterns
- Pedestrian environment

A development pattern that may improve LOS, may also involve driving longer distances. This ultimately increases the amount of traffic and the total number and length of vehicle trips. Thus, while LOS is a useful tool, it should not be used to the exclusion of other values. The transportation system should serve, rather than dominate, the overall environment.

Although measures to improve LOS, such as widening roadways and adding lanes, can improve the flow of traffic, they can also diminish the quality of the pedestrian environment. These measures can also increase traffic speeds, which can in turn decrease pedestrian safety.

Operational Analysis

Table 5.2 illustrates the performance of a sample of key segments of Clear Lake’s street network based on 2005 traffic counts conducted by the Iowa Department of Transportation. The capacity number is an average of road capacity based upon number of lanes,

number of turn lanes and side friction. Therefore, the estimated LOS should be used for comparative purposes rather than as empirical evidence in regard to the performance of street segments.

As indicated by the table, drivers in Clear Lake presently experience either LOS of “A” or “B” on nearly all major street segments. It is important to identify street segments that are experiencing an LOS of either “E” or “F” since traffic experiencing this level of service have reached or exceeded street capacity. However, there are no such areas experiencing capacity problems in Clear Lake at present.

Table 5.1: Typical Traffic Capacity by Facility Type

Access Condition	Capacity at LOS D (VPD)		
	2-Lane	3-Lane	4-Lane
Minimal Access	12,500	16,550	25,400
Light (Residential)	12,300	16,250	25,300
Moderate (Mixed Zoning)	11,200	14,850	23,600
Heavy (Central Business District)	9,400	12,650	20,500

Source: Iowa Department of Transportation



Table 5.2: Level of Service Analysis

Street Section	Lanes/Land Use	Capacity (VPD)	Actual Volume, 2005 (VPD)	Actual V/C Ratio, 2005	Estimated LOS, 2005
Hwy 18					
at west of Hwy 35	4 Lane / Mixed	23,600	17,100	0.72	C
at east of N 8th St	4 Lane / Mixed	23,600	14,300	0.61	B
at west of N 8th St	4 Lane / Mixed	23,600	11,900	0.50	A
at NW City Limits	2 Lane / Residential	12,300	8,700	0.71	C
Iowa 122					
at East of Hwy 35	4 Lane / Mixed	23,600	13,600	0.58	A
at farther East	4 Lane / Ag Land	23,600	13,400	0.57	A
at East City Limits	4 Lane / Ag Land	23,600	13,800	0.58	A
N 16th Street W					
at North of Hwy 18	2 Lane / Mixed	11,200	1,200	0.11	A
at South of Hwy 18	2 Lane / Residential	12,300	1,120	0.09	A
27th Avenue S					
at West of S 8th Street	2 Lane / Mixed	11,200	3,920	0.35	A
at East of S Shore Drive	2 Lane / Mixed	11,200	2,440	0.22	A
4th Avenue S					
at East of Interstate 35	4 Lane / Mixed	23,600	5,100	0.22	A
at West of Interstate 35	4 Lane / Industrial	23,600	5,400	0.23	A
at East of S 8th Street	4 Lane / Mixed	23,600	5,900	0.25	A
at West of S 8th Street	2 Lane / Residential	25,300	2,070	0.08	A
at East City Limits	2 Lane / Ag Land	25,300	5,400	0.21	A

Street Section	Lanes/Land Use	Capacity (VPD)	Actual Volume, 2005 (VPD)	Actual V/C Ratio, 2005	Estimated LOS, 2005
N 8th Street					
at North of Hwy 18	2 Lane / Mixed	11,200	3,680	0.33	A
at South of Hwy 18	4 Lane / Mixed	23,600	5,600	0.24	A
at Main Avenue	4 Lane / CBD	20,500	9,300	0.45	A
at North City Limits	2 Lane / Residential	12,300	820	0.07	A
N 32nd Street					
at North of Iowa 122	2 Lane / Industrial	12,500	410	0.03	A
at North City Limits	2 Lane / Industrial	12,500	410	0.03	A
S 8th Street					
at North of 4th Ave S	2 Lane / Mixed	11,200	6,300	0.56	A
at South of 4th Ave S	2 lane / Residential	12,300	5,800	0.47	A
at 12th Ave S	2 lane / Residential	12,300	5,500	0.45	A
S 40th Street					
at South of 4th Ave S.	2 Lane / Residential	12,300	960	0.08	A
at SE City Limits	2 Lane / Ag Land	12,500	920	0.07	A
240th Street					
at East of Hwy 35	2 Lane / Mixed	11,200	900	0.08	A
at West of Hwy 35	2 Lane / Mixed	11,200	900	0.08	A
Indigo Avenue					
at SE City Limits	2 Lane / Ag Land	12,500	920	0.07	A
Grouse Avenue					
at South City Limits	2 Lane / Ag Land	12,500	1080	0.09	A

TRANSPORTATION POLICIES AND ACTIONS

The transportation program for Clear Lake should meet current and future mobility needs while enhancing the character of the City. Clear Lake's existing street system functions well as seen in Table 5.2. However, increased travel demand associated with growth will require further transportation improvements. Map 5.2 Future Transportation System illustrates the proposed new roads system and classifies them as major arterial/collectors, connecting streets and local streets.

The Transportation Plan shows the existing and proposed major connectors (arterials), collector streets and local streets. The solid lines represent existing streets whereas the dashed lines represent proposed streets. Proper street development should move traffic efficiently and provide alternatives to the City's existing collector system. The proposed street system should also avoid overloading the City's existing system and should provide access to all areas. As growth occurs at the edges of the City, in particular to the northeast, southeast side and south, future transportation analysis may need to be conducted to identify specific issue with increased traffic levels.

The following actions are part of the transportation plan:

- HIGHWAY 18 CORRIDOR ENVIRONMENTAL ENHANCEMENTS
- A WEB OF COLLECTOR STREETS
- LOCAL STREETS
- PEDESTRIAN AND BICYCLE FACILITIES
- COMMUNITY GATEWAYS AND CORRIDORS
- DIRECTIONAL GRAPHICS
- STREET TREES



HIGHWAY 18 CORRIDOR ENVIRONMENTAL ENHANCEMENTS

As perceived by the future development concept, Highway 18 will continue to serve as a major commercial corridor in Clear Lake. Transportation improvements along the corridor include streetscape enhancements, and, providing safe pedestrian access, sidewalks and pedestrian crossings along the corridor and at major intersections. Other components of the program could include greening of the corridor, traffic calming and environmental enhancements.

Highway 18 serves as a major entryway from north into the City and towards downtown. Specific improvement concepts and corridor design standards should also be implemented to enhance the aesthetics of the corridor. Projects within this area should offer a positive image of the community, including higher quality landscaping, proper signage and building standards. Standards should also be applied and maintained for street trees, street lights, signage and parking along the corridor frontage. Pedestrian pathways and crossings should be provided where possible for safety.

Directional graphics and entrance features at the major intersections along the corridor should welcome travelers to the community and direct them to

key community destinations, including downtown, the lake, parks, civic facilities, schools and entertainment. Overall, the City should work towards implementing a design standard for the highway corridor that improves environmental quality and helps treat the street as a unifying element rather than a dividing element.

A WEB OF COLLECTOR STREETS

Clear Lake should develop a functional road classification system that identifies the intended purpose of existing and proposed roads. A collector street and parkway system in developing areas should be designated ahead of development and dedicated as growth takes place. In small towns like Clear Lake, residential and commercial development tends to occur on an incremental project-by-project basis. As a result, developments provide only for their own internal circulation needs, and ignore cross connections and linkages necessary to create an integrated transportation network. This creates a 'pod' type of development pattern, by which most traffic exits a development onto key streets, where it comes into conflict with through and regional traffic. Clear Lake should avoid this pattern in newer developments and try to provide connections between adjacent neighborhoods. The City should encourage the use of landscaping, low level street lighting, and accommodate non-motorized traffic along new roads at a scale appropriate to the proposed development.

A well-connected street pattern will be especially important in newer growth areas. A circulation network that connects different neighborhoods together will not develop by chance. Instead, these important links should be pre-designated through this Comprehensive Plan. As projects develop, their design should implement the proposed framework of connecting streets, by reserving the required collector routes and dedicating their right-of-ways. The actual alignments of the collector network may differ

somewhat from the one proposed in the Plan. However, the general web of collector streets should be maintained. In some cases, the City may pre-develop a street segment to create necessary linkages.

Peripheral Parkway:

The peripheral parkway concept organizes and links everything together. The Parkway will have a significant impact on overall traffic levels in Clear Lake and will relieve traffic delays. The Parkway connects major civic facilities such as Opportunity Village, some existing and new neighborhood parks, and the existing 20th and Hwy 18 commercial area, High School and playfield to residential growth areas. The Peripheral Parkway will be a complete street with sidewalks on both sides, landscaping and pedestrian facilities.

Other major planned Links in the Major Collector/Connecting Street System:

- 10th Ave North extended east to meet with Peripheral Parkway North of Highway 18.
- 14th Ave North extended west from 2nd Place/Buddy Holly Pl to Village Road.
- 270th Street extended east to meet with North 24th Street.
- South 24th Street extended north of Main Ave to meet Highway 18.
- North 24th Street extended north to meet 275th Street.
- North/South Connector Road between N 8th Street and 275th Street.
- North /South Connector Road between Hwy 18 and Peripheral Parkway
- East/West Connector between North 8th Street and Peripheral Parkway.
- North South Connector between extended 14th Ave North and 270th Street.
- North/South Connector between 12th Ave South and Peripheral Parkway along 15th Ave South.

LOCAL STREETS

The local street network in developing areas should be designed with multiple connections and relatively direct routes. Local street systems will develop to serve individual developments and neighborhoods. These systems should be designed with clear circulation patterns that preserve quiet qualities of local streets while providing residents, visitors, and public safety and service vehicles access which is comprehensible and direct. This can be done by incorporating the following standards into local street design:

Hierarchy and Order. Local street networks should have a natural order and provide cues, leading residents and visitors naturally to their destinations in a manner that is not confusing. Hybrid street networks combine the ease of use of a grid with privacy in residential areas.

Connectivity. The street network should have segments which connect to one another internally and to collector streets. The Transportation Map presents possible local street connections in the growth areas.

Alternatives to Cul-de-Sacs. Cul-de-sacs are often valued by developers and homebuyers for their privacy, but are difficult and expensive to serve with public safety and maintenance. Alternatives are available which maintain the positive characteristics of cul-de-sacs while limiting some of the liabilities. These include:

- Access loops, which provide two points of access.
- Circles or bulbs at the corners of streets or access loops. These provide many of the features of cul-de-sacs, including safe environments observed by the cluster of houses.
- T-intersections, which reduce the number of traffic/pedestrian conflicts.
- Short cul-de-sacs, shorter than 300 feet in length.

PEDESTRIAN AND BICYCLE FACILITIES

The Transportation Plan for Clear Lake should increase options for non-motorized methods of transportation, such as sidewalks, walking and biking paths and trails along roadways. Clear Lake's neighborhoods, activity centers, lakefront, and major parks and open spaces should be linked by a comprehensive and continuous greenway and trail system serving both transportation and recreational purposes. Incorporation of on- and off- street trails, bike paths, greenways into all areas of the City is an important component of this Plan.

Clear Lake should maintain a continuous network of sidewalks and trails to complement the street system. Providing a good environment for non-motorized transportation can complement automobile trips. The incorporation of sidewalks into new development and the provision of sidewalks in areas of existing development are essential to maintaining a safe, convenient pedestrian environment. Clear Lake currently maintains a good sidewalk network within its traditional grid and has begun to develop a trail/bike path system. Ensuring that new development continues to provide these links and gradual adaptation of major pedestrian facilities to full accessibility will be an important priority for Clear Lake's pedestrian system. In addition, with



the development of the multi-use trail system, major activity centers, parks and schools will all be linked, enhancing the City's overall walkability and allowing residents to safely walk to work and school, as well as for recreational needs.

Specific recommendations include:

- Complete the city-wide trail system and implement the interconnected network discussed in Chapter 4 of the Plan. The Trails Plan illustrates a system of on- and off- street trails that link the City's looped system to community destinations and regional attractions.
- Ensure that new development areas include sidewalks on both sides of all streets, connect to the existing City's sidewalk network, and provide on-street parking to slow traffic in residential areas.

Shoreline Drive/Shared Roadway:

A shared roadway concept is proposed along the North Shore Drive and South Shore Drive west of Clear Lake State Park. These should be signed appropriately and pavement markings should be provided for safety. Bike lanes are provided along North Shore and South Shore Drive from 2nd Buddy Holly Place to 27th Ave South.

COMMUNITY GATEWAYS AND CORRIDORS

Clear Lake should maintain the design quality of its major community corridors, allowing them to serve as attractive gateways into the City and positive business and community environments. Principal corridors that link the center of Clear Lake to the larger region provide major gateways into the community, as well as provide critical functional links in the City's transportation system. These key auto-oriented corridors include Highway 18 and Interstate 35, Main Ave, 8th Street, Buddy Holly Place, and 4th Ave South. A program to maintain the attractive character and good functioning of these



key corridors should include:

- Directional signage and community graphics
- Gateway features at major locations
- Pedestrian improvements and landscaping along Highway 18 corridor
- Improvements to Main Street corridor and 8th Street
- Improved pedestrian crossings at major intersections
- Improved sidewalks and glare free lighting along the major corridors
- Definition of community entrances with distinctive community signs and features at the entrance to the community. These types of features should be a priority at major intersections along Highway 18.

DIRECTIONAL GRAPHICS

Clear Lake should implement a comprehensive community-wide directional graphics system. Many communities are adopting directional graphic systems that guide residents and visitors around the community. Directing visitors from Highway 18 and Interstate 35 is an important community issue. The system should operate on several levels, including:

- *Motorist Information.* A system along the major gateway routes. The system should orient travelers

to a limited number of important destinations in Clear Lake including:

- o The Lakefront
- o The Downtown
- o City Park and City Beach
- o Art Center
- o Surf Ballroom
- o The High School
- o Swimming Pool / Aquatic Center
- o Southeast Park
- o Clear Lake State Park

- *Trail Information.* A trail directional graphic system should reinforce links from the trails to other important community features.

- *Bike route information:* The system of on-street routes should include directional information to reinforce links between the trail network and major community features.

STREET TREES

The City should require street trees in residential areas for traffic calming and aesthetic purposes. In addition to requiring sidewalks on both sides of all streets, the City should require street trees, at the rate of at least one per residential lot, planted between the sidewalk and the curb. Trees greatly enhance the pedestrian environment, slow vehicular traffic, and improve the perceived quality of the neighborhood.



CHAPTER SIX HOUSING AND NEIGHBORHOODS



HOUSING AND NEIGHBORHOODS

This Chapter studies the current housing statistics in Clear Lake and assesses housing needs and strategies that will enable the City to increase overall production of housing and help to define future housing and community development directions.

Clear Lake's existing and future housing stock is critical to the City's growth. Neighborhoods are among city's most important economic development amenities, and the city's housing supply represents its largest cumulative capital investment. Clear Lake has a mixture of houses, including owner occupied and rental housing that serves the long time residents as well as attracts outsiders. Yet, the housing needs of some current and prospective residents remain unmet in Clear Lake. Lack of affordable housing for young families and home buyers and lack of housing options such as townhomes and condos are some of the issues in Clear Lake.

HOUSING CHARACTERISTICS

This Section examines the major characteristics of Clear Lake's housing stock, focusing on housing values and affordability, housing tenure and occupancy, building permit activity and on the overall condition of housing in the community.

Housing Condition

Map 6.1, Housing Conditions in Clear Lake characterizes the existing condition into Good, Fair and Bad. This assessment is based on the exterior physical condition of the building, as observed through a "windshield survey". As indicated on Map 6.1, most housing conditions in Clear Lake are "Good" or "New/Excellent", with pockets of "Fair" or "Poor" condition housing in the Wesley Drive/D.A.R. Park area and off South Shore Drive.

Housing Occupancy and Tenure

Table 6.1 summarizes changes in housing occupancy for Clear Lake. According to the Census, between 1990 and 2000, the City added 221 units, which



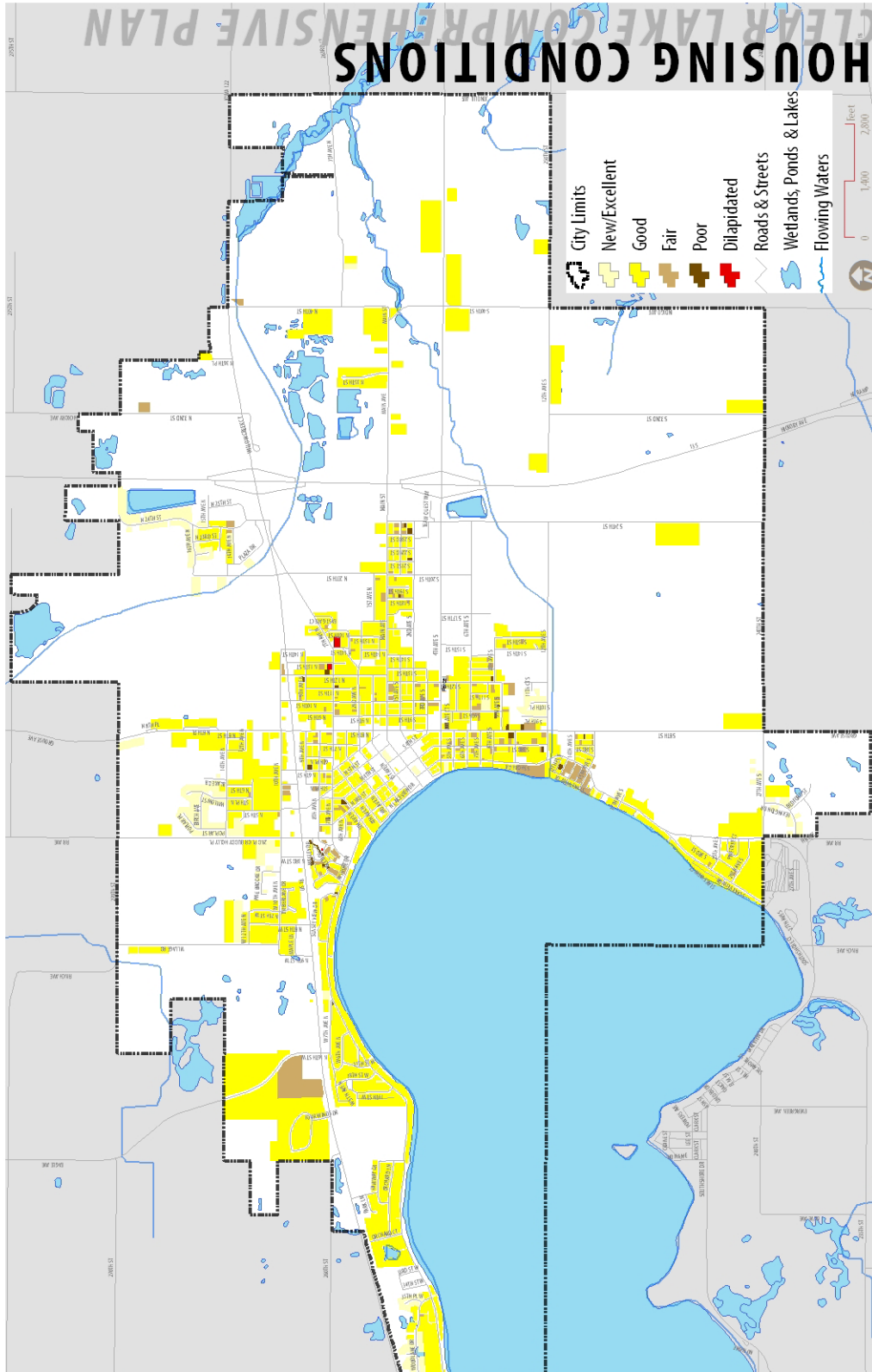
represents about 6% increase for the decade. The percentage of renter occupied units in the City decreased between 1990 and 2000 from about 25% to 20%. Clear Lake's vacancy rate changed from 14% to about 16.8% between the periods. Clear Lake's population decrease between 1990 and 2000 could likely have caused the City's vacancy rate to increase.

Housing Values and Rental Rates

Clear Lake experienced a significant increase in housing values and rental rates between 1990 and 2000 as indicated in Table 6.2. In 2000, owner-occupied housing in the City exhibited a median value of \$88,800, an increase of almost 65% from the 1990's. The City's median contract rent increased moderately from \$328 in 1990 to \$409 in 2000.

Table 6.2 also compares Clear Lake's housing values and rents with Cerro Gordo County and some other surrounding communities such as Mason City, Charles City, Forest City and Garner. As shown in the table, Clear Lake's housing values and rents are the highest in the region, reflecting its status as a resort community.

Table 6.3 compares the housing stock in Clear Lake by building type between 1990 and 2000. In 2000, nearly 70% of the housing stock in Clear Lake in-



Map 6.1. Housing Conditions in Clear Lake

Table 6.1 Change In Key Housing Occupancy Indicators, 1990 – 2000

	1990	2000	Change 1990 - 2000	% Change
Total Housing Units	3964	4185	221	5.58%
Owner Occupied Units	2421	2607	186	7.68%
% Owner Occupied	61.07%	62.29%		
Renter Occupied Units	981	875	-106	-10.81%
% Renter Occupied	24.75%	20.91%		
Vacant Units	562	703	141	25.09%
Vacancy Rate	14.18%	16.80%		
Median Value	\$53,600	\$88,800	\$35,200	65.67%
Median Contract Rent	\$328	\$409	\$81	24.70%

Source: U.S. Census Bureau

Table 6.2 Comparative Housing Values, Clear Lake and Surrounding Communities

	Median Housing Value			Median Contract Rent		
	1990	2000	% Change	1990	2000	% Change
Clear Lake	\$53,600	\$88,800	65.67%	\$328	\$409	24.70%
Cerro Gordo County	\$45,300	\$76,100	67.99%	\$321	\$404	25.86%
Mason City	\$43,800	\$72,500	65.53%	\$300	\$375	25.00%
Charles City	\$35,700	\$63,700	78.43%	\$255	\$349	36.86%
Forest City	\$43,600	\$63,600	45.87%	\$292	\$346	18.49%
Garner	\$47,300	\$74,300	57.08%	\$325	\$361	11.08%

Source: U.S. Census Bureau

Table 6.3 Composition of Housing Stock by Building Type, 1990-2000

Building Type	1990	2000	Change 1990-2000	% Change
Total Housing Units	3,964	4,185	221	5.58%
Single Family Detached	2,706	2,919	213	7.87%
Single Family Attached	73	231	158	216.44%
Multi Family (2 and more)	868	782	-86	-9.91%
Mobile Homes	269	253	-16	-5.95%
Others	48	0	-48	-100.00%

Source: U.S. Census Bureau

cluded Single Family Detached houses. While the increase in single family detached units was moderate in 2000, single family attached houses increased by a significant amount from 1990 to 2000. This reflects an increasing interest and investments in townhouses in Clear Lake. Multi-family housing and mobile homes decreased during the period.

Tables 6.4 and 6.5 present the 2000 distribution of home values and contract rents in Clear Lake. While property values and rents have increased significantly since 2000, this evaluation still reflects the relative proportion of the housing stock in the various value/rent categories. Around 14% of the City's owner-occupied homes were valued less than \$50,000. About 45% of the city's owner occupied housing units were valued between \$50,000 to \$100,000 and another 18% were valued between \$100,000 to \$150,000. The remaining 22% of the owner-occupied housing units were valued greater than \$150,000.

Nearly 58% of the City's units rented for \$200-\$400

Table 6.4 Owner Occupied Housing Values, Clear Lake, 2000

Value Range	Number of Housing Units	% of Total
Under \$25,000	122	4.68%
\$25,000 - \$40,000	123	4.72%
\$40,000 - \$50,000	121	4.64%
\$50,000 - \$60,000	184	7.06%
\$60,000 - \$70,000	271	10.40%
\$70,000 - \$80,000	290	11.12%
\$80,000 - \$90,000	220	8.44%
\$90,000 - \$100,000	229	8.78%
\$100,000 - \$125,000	272	10.43%
\$125,000 - \$150,000	215	8.25%
\$150,000 - \$200,000	249	9.55%
\$200,000 +	311	11.93%
Total owner Occupied	2607	100.00%

Source: U.S. Census Bureau



a month and another 12% rented for \$400-\$500 a month. The 18% of the City's units that rented for less than \$200 a month reflect the lower end, lower quality rental properties in the community. Eight percent of the rental occupied housing units renting over \$800 a month include some of the high end vacation rental properties.

Table 6.5 Renter Occupied Housing Units: Contract Rent Distribution, Clear Lake, 2000

Rent Range	Number of Housing Units	% of Total
Under \$200	156	17.85%
\$200 - \$300	187	21.40%
\$300 - \$400	316	36.16%
\$400 - \$500	106	12.13%
\$500 - \$600	30	3.43%
\$600 - \$1000	31	3.55%
\$1000 +	6	0.69%
No Cash Rent	42	4.81%
Total Renter Occupied	874	100.00%

Source: U.S. Census Bureau

Housing Affordability Analysis

The affordability of housing is an important issue for the City as it continues to develop and grow. The pricing of a community's housing supply in relation to the income of its residents helps determine whether the City's housing is affordable for its citizens. A household income must be divided among basic housing costs, other essential needs, and costs to maintain the house. Households that spend a disproportionately large share of their incomes for basic housing have less money for other essentials and fewer resources to maintain their homes and neighborhoods.

The Goals Section in Chapter II talked about meeting the housing market demands for affordable homes and encouraging young families with school age children to live in Clear Lake as one of City's major goals. This Section presents a methodology for evaluating housing affordability to ensure that houses in Clear Lake are affordable for all type of residents, including young families and low income people.

Housing affordability in Clear Lake is affected by several factors, such as its senior population, the employment market and vacation homes. The presence of a large number of seniors in Clear Lake can skew the affordability analysis. People in these groups are retired and have some of the lowest incomes in the community, creating lower than average household income. However, often they have significant savings and can afford higher cost houses than the typical young family. Also, many seniors on fixed incomes have their homes already paid for.

Clear Lake has a stable industrial base and a large number of people are employed by the existing industries and manufacturing companies. However, there is a lack of affordable homes for such workers and many live outside of Clear Lake where they can find quality housing at a lower cost. Some prospective home owners may avoid the Clear Lake housing market because of the perception that the houses

are expensive and property taxes are significantly higher. Concern about this issue has resulted in the City's interest to attract and retain families to Clear Lake by providing a range of housing choices and also housing incentives similar to those provided by other surrounding communities. Vacation homes influence the owner-occupied market as does the vacation rental properties market.

Table 6.4, indicates that many of the houses in Clear Lake fall between \$50,000 and \$100,000. However, these are older homes with some in fair or poor condition. Some of these houses are rental properties and are in need of improvements. Many of the houses on the current market are priced high, reflecting the tourist market more than the quality of the housing. The current trend in Clear Lake seems to be towards remodeling, renovating or completely rebuilding the entire property. The price range for these homes may not be favorable to first time home buyers and young families.

Table 6.6 is an analysis of affordable housing based on 2000 census data. Again, while home values and rents have increased significantly since the 2000 census, we are mostly concerned with affordability by category of the market. This analysis evaluates the availability of affordable housing in Clear Lake by comparing the quantity of housing provided in Clear Lake that is affordable to each income group. This affordability analysis is based on owner-occupied units value being two to two-and-half times a household's total income and affordable rental units (including utilities) being about 30% of a household's monthly income. In this analysis, a positive balance indicates a surplus of housing within the affordability range of each income group, while a negative balance indicates a shortage.

The results of this analysis indicate a surplus of dwelling units affordable to moderate-income households with annual income between \$25,000 to \$50,000. A total of 1,322 units exist for 1,030 households in this income range. The analysis also suggests a relative

TABLE 6.6: Housing Affordability Analysis, 2000

Income Range	% of City Median	% of Households	# of Households in Each Range	Affordable Range for Owner Units	# of Owner Units	Affordable Range for Renter Units	# of Renter Units	Total Affordable Units	Balance
Low (\$0-25,000)	0-72%	22.76%	796	\$0-50,000	41	\$0-400	384	425	-371
Moderate (\$25,000-49,999)	73-143%	34.20%	1,196	\$50,000-99,999	797	\$400-800	627	1424	228
Medium (\$50,000-74,999)	144-215%	23.39%	818	\$100,000-149,999	875	\$800-1250	108	983	165
High (\$75,000-99,999)	216-286%	12.38%	433	\$150,000-200,000	422	\$1250-1500	5	427	-6
Very High (\$100,000 +)	287%+	4.69%	164	\$200-\$300,000	160	\$1500-2500	0	160	-4

2000 Median Income \$35,097

Sources: U.S. Census Bureau

shortage of units affordable to households with annual incomes of more than \$50,000. Thus, higher income households occupy housing that, if available, could be affordable to a more moderate income market. Occupancy by high-income households in relatively low-cost housing creates competition that may make it more difficult for moderate-income families to find affordable housing. Furthermore, households in the lowest income bracket may experience difficulty finding affordable housing. The analysis indicates that only 1,063 units in the City are affordable to the 1,305 households earning less than \$25,000 annually. However, this figure also includes retired people on fixed incomes and houses that are paid off, making the shortage of affordable units appear greater than the actual shortage.

There are other factors that are not taken into account by the affordability analysis. As indicated earlier, there are a number of workers in local manufacturing jobs living outside the City. This is an untapped market for the community that could impact the market for moderately-priced housing. The higher-end housing analysis is likely significantly

affected by the fact that higher income households, who live elsewhere, own high cost vacation homes in Clear Lake. The value of this analysis, therefore, is in identifying the challenge that Clear Lake faces to capitalize on existing affordable housing and the development of new affordable housing.

Housing Development Needs

Table 6.7 presents the 2000 income distribution (by percent of households) in Clear Lake, with affordable monthly housing costs for each income range. In this table, affordable monthly housing costs include utilities that represent about 30% of a household's monthly income. These target costs are matched to strategies that can deliver housing affordable to each income range. These strategies are discussed in detail in the Housing and Development Policies Section of this Chapter. Demand for housing among the City's workforce (likely making between \$35,000 and \$50,000) would require some assistance. The development of new industries and business parks will likely increase the number of service-oriented positions and further strain the City and region's workforce housing demand.

TABLE 6.7: Housing Income and Recommended Housing Strategies

Income Target	Number of Households 2000	% of Households	Affordable Monthly Housing Costs (including utilities)	Price Ranges for Ownership Housing	Appropriate Housing Types and Strategies
Under \$15,000	622	17.83%	\$0-375	Less than \$30,000	<ul style="list-style-type: none"> •Public housing •Section 8 certificates •Section 42 tax credit rentals •Existing housing rehab grants
\$15,000-24,999	693	19.87%	\$375-625	\$30,000-60,000	<ul style="list-style-type: none"> •Section 42 tax credit rentals •Mobile home/manufactured housing •Housing rehab grants •Acquisition with rehab grants/loan.
\$25,000-34,999	425	12.18%	\$625-875	\$60,000-90,000	<ul style="list-style-type: none"> •Existing housing rehab •Market rate rentals •Affordable single-family development
\$35,000-49,999	613	17.57%	\$875-1,250	\$90,000-125,000	<ul style="list-style-type: none"> •Market rate rentals •Affordable single-family development •Subdivision development with infrastructure assistance
\$50,000-74,999	690	19.78%	\$1,250-1,875	\$125,000-190,000	<ul style="list-style-type: none"> •Market-based single-family •Subdivision development with infrastructure assistance
\$75,000+	445	12.76%	\$1,875+	Over \$190,000	<ul style="list-style-type: none"> •Market-based single-family •Subdivision development through special assessments



HOUSING AND DEVELOPMENT POLICIES

Preservation of existing housing and development of new housing to support growth are vital elements of Clear Lake's community development strategy. While land use and community investment strategies are important to housing planning, specific efforts are needed to address housing priorities. This Section considers initiatives which, if combined with existing programs, can help address major priorities.

The City's primary house challenges include:

- Preserving and upgrading Clear Lake's existing stock of generally sound housing.
- Stimulating production of affordable lots that are regionally competitive.
- Continuing to develop new housing for the senior and older adult market.
- Encouraging new housing investment in the downtown neighborhood.
- Developing an effective, multi-faceted neighborhood conservation and rehabilitation program.

Clear Lake's housing and neighborhood development policy should build on its existing stock of housing by implementing the following policies:

Housing Partnership **Affordable Lot Supply** **Builder/City Communication** **Senior Housing** **Downtown Housing** **Neighborhood Conservation**

Housing Partnership

Clear Lake should work towards creating a housing partnership, organized to develop affordable housing within growth areas. The partnership should include a lenders consortium oriented toward the development of affordable single and multi-family housing on sites integrated within growth areas.

The partnership has two basic roles to play in housing development:

- It should identify any incentives needed to make affordable housing projects work financially.
- It should provide short-term financing for development of affordable single family housing, and more flexible financing for specific project types such as affordable rental development.

Affordable Lot Supply

Clear Lake should encourage the private development of affordable housing by providing incentive programs for moderately-priced houses. The community participation process identified a need for affordable housing, which requires an affordable lot supply. Under the City's current development procedures, lot improvements are assessed to the developer creating lot costs that make development of affordable housing prohibitive. The City should work to assure a supply of affordably priced lots within the City and in new development areas. This will be essential if Clear Lake's housing market wants to be competitive with surrounding markets. Programs include:

- **An Infrastructure Bank:** Many factors that contribute to housing cost are beyond the control of municipal policy. However, public improvements can be addressed by City policy. One approach is an infrastructure bank; a concept that provides front-end city financing for public improvements by reimbursing the homebuilder or developer for these costs. The values of these improvements then become a subordinated mortgage, due only on sale of the property. This technique is attractive because it is primarily a private market program that finances items in the public domain and provides a payback to the city at the point of sale.

- **Tax Increment Financing:** Utilization of Tax Increment Financing to fund infrastructure improvements and bring down or eliminate lot improvement costs to the developer.

- **Infill Opportunities:** Any program should also

include redevelopment of existing lots that begins with a site assessment and definition process that maps vacant sites and lots, seriously deteriorated buildings, “anchor” structures, and current reinvestment efforts.

- **Tax Abatements:** The City may also expand its use of the Urban Revitalization Act, better known as Tax Abatement Program. Under the program qualified real estate may be eligible for property tax exemption on all improvements. These improvements include rehabilitation, additions and new construction. To qualify, the improvements must increase the actual value of the property by at least 10%. A qualified property is then eligible to receive up to 100% exemption from property taxes on the improvement.

- The City may also choose to implement a redevelopment program that would acquire strategic sites to be sold to builders for construction of affordable units. Any expansion of this type of program should require that homes be affordable to low-to moderate income buyers.

All of these programs should be tied to requirements for development of affordable units.

Builder/City Communication

Along with maintaining high standards, Clear Lake should develop clear lines of communication between the City and the development/building community, streamline approval processes and expedite customer service.

City officials have the difficult problem of satisfying two customers – the general public and the development community. If they occur, conflicts, delays and procedural misunderstandings can increase frustrations on all sides and make the City appear unfriendly to development. The City and construction/development industry should institute a regular program to maintain partnerships and continue good communication. Components of this effort

should include:

- Preparation of a Developer and Builder’s Guide that clearly defines (in a friendly and accessible way) city building code and inspection and regulatory policies and procedures.
- Periodic (semi-annual or annual) roundtable meetings to discuss issues of common concern to address conflicts before they become serious.

Senior Housing

Clear Lake’s peaceful environment and proximity to bigger cities like Des Moines and Minneapolis make it an appealing destination for seniors. Clear Lake should encourage construction of additional independent living residential development or senior living facilities for seniors. Clear Lake provides an excellent living environment for senior citizens. Its small town atmosphere, and health and educational services can attract retirement age residents from the surrounding region.

By utilizing the community development corporation, Clear Lake may also combine senior housing development with an acquisition/rehab/resale program to provide maintenance free housing to its existing senior residents. As an example, a Community Housing Development Corporation could partner with the City of Clear Lake to build one or two-bedroom attached units, with a target cost of \$80,000 per unit (example would require subsidy to reach target cost). The CDC agrees to purchase the senior resident’s current home at \$50,000. That home is then rehabilitated and resold. If the rehabilitation cost of the house is an additional \$25,000, total sale price for a substantially new house may be \$80,000. Proceeds from the sale of the house are then used by the senior as a substantial down-payment on the new attached unit. The balance is amortized, with an approximate monthly cost of \$300. Assuming that additional costs for maintenance and utilities are \$125 per month, the new housing unit costs the senior household \$425 per month, a moderate price

for an appropriate new ownership unit.

Downtown Housing

Communities of all sizes have proven the popularity of downtown housing and its ability to play an important role in business district reinvestment. Clear Lake's downtown could offer innovative, amenity rich housing that would appeal to significant market groups. The successful completion of the Park Centre downtown mixed-use project has demonstrated the high interest in these kinds of developments with easy access to Main Street and the Lakefront and a breathtaking view of the Lake.

As demand for this type of product in the downtown area increases, properties within the support district could be acquired and redeveloped by private developers. Due to the relatively small size of most of the likely redevelopment sites, townhomes or bi-attached units will likely be the most appropriate infill use. Multi-family housing such as apartments, condos or senior living could also be possible.

The area surrounding Main Street should be designated as an overlay district that encourages infill residential development. Townhouse development should be the primary housing type, with provisions for consideration of bi-attached homes and multi-family condos and apartments. Development regulations, particularly the zoning code, should be revised to accommodate this preferred housing infill and the City should provide incentives to make such redevelopment feasible.

Downtown housing can also take advantage of specific incentives such as historic tax credits that provide additional equity in projects. Downtown Clear Lake has significant upper-level building resources that offer opportunities for adaptive reuse. While many of these have been tapped into, opportunities still exist. Such projects can take advantage of programs such as:

Community Development Block Grant (CDBG) or Home Funds. These funds can provide gap financing for low- and moderate-income housing in downtown districts. They are typically used to reduce private capital needs, producing housing costs affordable to the target population.

Section 42 (Low-Income Housing Tax Credit). This is an investment tax credit in projects that reserve a specific percentage of units for low-income residents.

Tax Increment Financing (TIF). TIF uses the added taxes created by a redevelopment project to finance improvements related to the project.

Neighborhood Conservation

Clear Lake should develop neighborhood conservation programs and institute an effort to rehabilitate houses in need of repair. Some of the existing housing units in Clear Lake require at least moderate repairs and rehabilitation. The preservation of existing neighborhoods and housing stock become especially important when affordable housing shortages exist. The conservation of housing and neighborhoods is the City's most cost-effective way of assuring a continued supply of good housing.

Clear Lake should enforce land use policies that protect the integrity of its neighborhoods. In addition, it should develop rehabilitation programs including the use of private loans leverages by CDBG, or HOME funds) to promote reinvestment in the existing housing stock. These programs should emphasize the leveraging of private funds to extend the use of scarce public resources. A coordinated rehabilitation strategy, operating on a reliable, multi-year basis, is vital to ensure preservation of a critical supply of existing housing.

CHAPTER SEVEN PUBLIC FACILITIES



PUBLIC FACILITIES

Clear Lake's public facilities and infrastructure should be managed and directed to encourage new development, solve existing problems and support the needs of its current residents. This Section examines Clear Lake's vital infrastructure and public facilities and suggests modifications to assure continued service to the City as it grows.

PUBLIC FACILITY INVENTORY AND ANALYSIS

The City of Clear Lake provides key services through a variety of city-owned buildings and facilities. The following Section presents an inventory and evaluation of these varied facilities. The assessment of each facility is based on information provided by City staff, summarizing existing conditions and facility needs. Proposed or desirable changes in facilities and services are noted.

Clear Lake City Hall and Community Room

The City Hall is located northeast of downtown at 15 North 6th Street. The City Hall is centrally located in town which makes it convenient for community access. The building was built in 1966. It is a one-story building constructed of concrete block and brick veneer.

Public parking is available along the southwest side of the building. There are 20 parking spaces with 2 spaces provided for the disabled. There are 7 employees in total at the City Hall, not including the Mayor and Council. The community room is located in City Hall with a maximum occupancy of 125 people. The community room shares its parking with the City Hall. The community room also has amenities like a kitchen, tables and chairs. The Council Chamber is also located in the City Hall.

Functions:

The City Hall functions as an office for the Mayor, City Administrator, city clerk, finance officer and Water Billing Department. Various public programs and classes are held in the community room.



Evaluation:

The building is in a fairly good condition and is well maintained. The community room is also in good condition. Public restroom facilities are provided in the building. The convenient location of the City Hall itself is a positive amenity. However, since the building is old, the design does not lend itself to energy saving or updated functional usage.

Needs and Priorities:

The Council Chamber is not big enough for large community meetings with greater participation of the community. The staff indicated that additional space for City Council and large public meetings would be desirable. The short-term priority for the City is to make small improvements to maintain the building in good condition.

Police Department

The Police Department is located at 511 1st Ave North, in the northwest part of downtown Clear Lake. The one-story building is about 42 years old and is constructed of concrete block and brick veneer. It was also constructed in 1966.

Four parking spaces are available off-street and 2 spaces are handicapped accessible. Four garage bays

are located off premises. The Police Department also has a 911 Communication Center. The Department has 6 marked and 2 unmarked vehicles. There are 20 full-time employees and 2 part-time employees at the Department.

Functions:

The Police Department provides full public protection services to the City and residents of Clear Lake and the City of Ventura. The department also has a 911 communication center.

Evaluation:

The building is in fair condition. The current central location of the Police Department activities has functioned well to date. However, there is no room for further expansion or update of technology.

Needs and Priorities:

The Police Department is in need of more office rooms for the expansion of services. The staff indicated need for an armory, large meeting and interview rooms. Also additional space for storage is needed.

The Department has outgrown the building. A short-term priority is to remodel the building's interior to get by. In the long term, the Department will need an expanded facility with new technologies installed and with room for full services.

Fire Department

The Clear Lake Fire Department was established in 1964. It is located in a 2,860 square foot masonry building at 511 1st Ave North. The original construction is a one-story building. There was an addition to the original structure in 1984, when a mezzanine floor was added. Parking is limited for on-duty staff and responding volunteers. The building is partially handicapped accessible. There are four bays and none of them are drive-through. The 911 Communication Center is immediately adjacent to the Police Department. There is a combination of staffs

and volunteers working in the Department.

Functions:

The Clear Lake Fire Department covers an area of 98 square miles. The Department owns three pumpers and two ambulances. Equipment available in the building include a hose tower, breathing air compressor, service air compressor, small work shop, washers, dryers and lockers. An engine, brush truck, boat trailer, ATV etc. are stored in a garage across the street, while the command vehicle and utility trailer are stored in the parking lot.

Evaluation:

The Department is centrally located which makes it easier for volunteers to respond to emergencies. The building condition itself is poor and functionally obsolete. The roof leaks at vents for radiant heaters. The overhead doors are deteriorated. There is no room for expansion or addition of new equipment. There are no restrooms on the first floor. The security is poor. The electrical system is used at its maximum capacity with poor energy conservation. There is little room for storage and equipment and supplies are stored in 4 separate buildings.



Needs and Priorities:

The Clear Lake Fire Department is in need of a new, larger facility with new technologies. Short-term needs include keeping the electrical system operating, repairing roof leaks, and adding storage space. Long-term goal is to move the facility to a new location.

Clear Lake Public Library

The Clear Lake Public Library is located at 200 N. 4th Street, in the northwest part of downtown. The building is seen easily from the street and has good access. It is an original Carnegie Building constructed in 1916. The construction type is brick on masonry.

An addition to the original building was completed in 1980. In 2001 a second addition was constructed and the building was renovated. The library is a two-story building with traditional Carnegie split foyer design, with a total built area of 15,814 sq. ft.

There is adequate parking available for the library, with a 22 space public parking lot located across the street. Also, on-street parking is available. The building complies with the ADA guidelines and provides handicapped- accessible restrooms and elevator. Furniture and shelving are also according to ADA guidelines. There are about 18 employees at the library.

Functions

The public library serves the community of 8,000 and rural county residents. The library provides public access to materials for study and enjoyment. The collections and programs are for persons of all ages. Book shelving, public study areas, and reading areas are all well provided. In 2006-2007, there were about 49,673 items in the collection and 140,801 (2006-2007) items in circulation.

There are eight public access internet stations available for use, with the facility also providing wireless



internet access. The library has automated circulation and catalog functions. The library also has a website and the catalog is available on-line.

Evaluation

Excellent location near the downtown area makes it central to the population of the community. Though the original library building is dated, it is in fairly good condition and well-maintained. It stands as a landmark structure because of its historical status.

Needs and Priorities

The building is growing short of space. There are space limitations and inefficiencies of a two-story building. Routine maintenance should be continued. Short term needs include tuck pointing, foundation work and sidewalk work.

Clear Lake Fire Museum

The Clear Lake Fire Museum is located at 120 North 6th Street. The building was constructed in 1982. It has 2,200 square foot of area and is constructed of wood. The capacity of the museum is 45 people. The building was originally designed and built as Fire Museum. The building is one-story with a basement. On-street parking is available. The building

is handicapped accessible.

Functions

The building functions as a Fire Museum, Fire Department Classroom, Fire Department Meeting Area, Public Access Classroom and Fire Chief's Office. A Kitchen and classroom is available in the basement for Fire Department staff.

Evaluation

The building is in a good condition. The location is functional.

Needs and Priorities

The building should be routinely maintained. Short-term priorities should focus on refinishing wood floors. Long-term goals should include moving the Chief's office and the classroom to a new fire station which will allow for more display area and storage for the Fire Museum.

Clear Lake Community Schools

The Clear Lake Community School District serves students in the City of Clear Lake, as well as communities around Clear Lake. The district has currently four schools including Sunset View Elementary School, Clear Creek Elementary School, Clear Lake Middle School and Clear Lake High School. Lincoln Elementary School closed at the end of the 2007-2008 school year.

Functions

Sunset Elementary School is a single-story facility located at 408 Mars Hill Drive and was constructed in 1955. It is constructed of steel and brick. About 20 spaces are available for car parking. The school has preschool and kinder garden facilities. The enrollment number is about 200. There are 7 school staff.

Clear Lake Middle School is located at 1601 3rd Avenue North. It was built in 1977 and is a one-story

steel and brick structure. There is parking facility for about 150 cars. The school has grades 6 to 8. Currently there are about 372 students enrolled in Middle School. The staff includes 27 teachers, 8 aids, 6 cooks, 3 custodians, one nurse, one secretary and one administrator.

Clear Lake High School is located at 125 North 20th Street. The school was built in 1960. It is a one-story building, constructed of brick and steel. Parking is available for approximately 200 cars. The school has grades 9 to 12.

The Clear Creek Elementary School is located at 901 South 14th Street and was built in 1998 and expanded in 2007-2008. It is a one-story brick and steel structure. Parking is available for about 150 cars. The school has grades 1 to 5. The enrollment number is about 350. There are about 45 staff including the support staff.

Evaluation

The Clear Lake Community Schools are in good condition. The playground facilities and play equipment are provided at all the Schools, and not only serve the students but also act as playground and open space for residents of Clear Lake. It is recommended that the School District continue its routine maintenance and upgrade of existing facilities.

Sunset View Elementary School is in very good condition. Windows and roof were upgraded in 2005 and it has upgraded fire panels. Clear Lake Middle School is in fair condition. It has a large auditorium and ICN room. Clear Lake High School is also in a very good condition. It has newly updated academic areas and added a new roof in 2003. The gymnasium facility is very nice. Clear Creek Elementary School is in excellent condition. The school has large kitchen and dining areas, a nice gymnasium and outdoor classroom facilities.

Needs and Priorities

Sunset View Elementary School needs more parking.

Clear Lake Middle School needs major remodeling and updating of facilities. Clear Lake High School needs an updated kitchen and locker rooms. Clear Creek Elementary School just expanded the west side of the school structure.

Clear Lake Municipal Cemetery

The Clear Lake Municipal Cemetery is located at 7th Ave North & North 20th Street, south of Highway 18 and north of the Clear Lake Junior High/ High School. The existing Cemetery on the west side of North 20th street is about 18 acres. About 5.3 acres of land on the east side of North 20th Street is currently proposed for Cemetery expansion.

The Clear Lake Municipal Cemetery has been in operation since 1880. The existing Cemetery has about 11,000 spaces. An additional 2,730 spaces are proposed with the future Cemetery Expansion Plan. The existing Cemetery is all below ground traditional and cremation internments. The proposed expansion will have both below ground and an above ground columbarium for cremations.

Functions

The Cemetery provides a place for internment for individuals and families.

Evaluation

While the existing Cemetery has been in operation for long time, it is in a fairly good condition. The grounds and equipment are well-maintained. The location has convenient access without competing with highway traffic. The Cemetery is running out of space and has plans for expansion to the east side of N. 20th Street.

Needs and Priorities

While the national trend is going to a larger percentage of cremations and people wanting above-ground columbariums, the Clear Lake Cemetery is growing short of space.

Short-term priorities include continuing with sales of existing inventory and expanding the Cemetery on the east side of North 20th Street in approximately 2 to 3 years. Routine maintenance is also indicated. Long-term priorities include continuing to develop and expand the Cemetery as demand requires.

Public Works Facility

The Clear Lake Public Works Facility is located at 1419 2nd Ave South. The Public Works Facility is situated on an 8.75 acre parcel and is fenced. The facility includes an office and a Public Works shop, yard and utility garages. The office is approximately 2,400 sq. ft. (40' X 60') and the shop is about 20,000 sq. ft. (100' X 200'). It is a pre-engineered, clear span, metal frame building, built and dedicated for Public Works facility use in 2003.

A 50' X 60' Sand/Salt storage building is also provided on the site. The building is also a pre-engineered metal building with PCC foundation to 8' above finished floor.

Function

The Public Works Facility functions as Public works shop, maintenance and office administration. A



parking lot is provided on the site with 20 parking stalls. ADA requirements are met in the design. There are two mechanical bays and one wash bay on the site. All Public Works vehicles, plow trucks, motor girders, ladders, backhoes, mowers, van truck and sweepers are available at the facility.

The yard is used for pipe and material storage. It is approximately about 100' X 100' in area. It also functions as yard waste drop off site. The Sand/Salt building has two bays, one for salt and one for sand. A 1000 gallon above ground diesel tank is also provided on the site.

Sodium vapor exterior lighting is provided at the Public Works shop and Sand/Salt storage building.

Evaluation

The Public Works Facility buildings are in very good condition. The area and space is sufficient for current services and there is an opportunity for future expansion. The staff indicates a need of additional 100' X 100' shop area. It is spacious and has good public access for yard waste site. One issue is the lack of hard surface drives to and from the yard waste area.

Needs and Priorities

The staff expressed need for a hard surface yard waste drop off area and drives leading to it. The short-term priority for the Public Works Facility is an addition of 10,000 sq. ft. to the east end of the shop building for accommodating various needs. A future water plant relocation is also proposed at this site as well.

INFRASTRUCTURE INVENTORY AND ANALYSIS:

This Section presents an inventory and evaluation of the City's existing infrastructure systems such as sanitary and sewer, water supply, drainage etc.

Water Supply System

Water Mains

The existing system of water mains in Clear Lake range from 4 inches to 12 inches in diameter. The older mains are constructed out of cast iron or ductile iron. For the last 10-15 years, PVC pipes have been used. Main loop lines are 8" to 10" in diameter in the older parts of town. As development has expanded out from the center of town, 12" mains have been the standard.

Function

Generally, the entire developed area of the City is served by the water main system.

Evaluation

The water system is professionally maintained and operated by the City of Clear Lake. For the most part, the water distribution system is in fair to good condition. PVC or DIP pipe with larger diameters are being used for newer extensions. The City of Clear



Lake has a water system module since 2005 which is very useful for designing extensions. The mains are flushed twice a year in fall and spring.

There is a large share of undersized mains and lack of pressure and water flow in the west and south end of town.

Needs and Priorities

There is a need indicated for the upgrade of old undersized main lines and for larger diameter loop extensions on the west, south and east side of town. Also, as development growth occurs to new growth areas, the City will need to provide water service to such areas.

Priorities include constructing a 12" water main from the North Tower to Clark Road, Highway 18 Water Main Improvements, constructing 12" water main from the new tower on 24th Street to 27th Ave. South and west on 27th Ave. South to South 8th Street, providing water service to the east end of town and providing a secondary loop to the east end of town.

Wells and Treatment Plants

Function

Water is supplied to the City of Clear Lake by three wells. The capacity of the Clear Lake Water System is 2.24 MGD. Well #1 is located at 110 1st Ave South. Well #2 is located at 9910 4th Ave South and Well #3 is located in the Public Facility Works Yard at 1419 2nd Ave South. Well #1 is 505' deep with bowls set at 319' and has a capacity of 800GPM. Well #2 is 580' deep with bowls set at 215' and a capacity of 1000 GPM. Well #3 is 555' deep with bowls set at 242' and capacity of 1000 GPM.

The water treatment plant for Clear Lake is located at 110 1st Ave South with the Well #1. The capacity of the water plant is 2.4 MGD. Average daily demand is 1.1 MGD. which is about 45% of the capacity. Maximum daily demand is about 1.8 MGD which is about 75% of the capacity. It would take 6,000 more

people to hit plant capacity (100 GPD/person).

Evaluation

The wells are in fair condition. The operation of Wells is rotated twice a week and there is no down time. Well #1 had lots of problems with sand until 2001, when a new 75 HP motor was installed. The City replaced bowls, bearings and sleeves of Wells # 2 and 3 in 2003/2004. The water treatment plant was automated in 2001. Also, new carbon was added to the filters in 2001. Since half of the plant was built in 1949 and other half was built in 1973, the pipes, valves and pumps are old.

Needs and Priorities

The Wells and the water plant should be maintained on a regular basis. Within the next five years each Well needs to be fully inspected. Also, as development growth occurs and population increases, a fourth Well will be needed.

Short-term priorities for the water treatment plant include replacing inline operation valves and valve motors. Long-term need requires building a new plant. Maintenance and up keeping is more of an issue factor than the capacity of the current plant.

Sanitary Sewer Services System

Sanitary Sewer Collection System

The City of Clear Lake is supported by a Sanitary Sewer Service System. The City's sanitary sewer collection system is composed of pipes ranging from 8" to 24". The lines used are VCP, PVC, RCP and Truss. The oldest sewer lines are located in downtown, center of town, North and South Shore areas. The newest sewer lines are outside the city center of the town.

Evaluation

The system is in good working condition. Cleaning and jetting of the system is carried out once every three years. Minimum pipe grades are used on a

large portion of the system.

The system has reduced inflow amounts in the last 10 to 15 years by replacing old manhole (MH) castings with better self-sealing type casting and lids, lining manhole to manhole, using CIPP technology and miscellaneous spot repairs.

Old brick manholes are in fair condition. PVC, Truss mains are in good shape mainly due to being only about 20 years old. VCP is also in fair shape; however there is some problem with infiltration. RCP is used very little in the system but does have some infiltration. The City has lined over 2.5 miles of old city pipe with CIPP in the last 15 years.

On occasion, the City has had to bypass areas along North Shore Drive west of 7th Ave North and at 1st Ave South and South 13th Street. The system still has root problems and infiltration on old VCP lines.

Needs and Priorities

The City needs to continue with rehabilitation projects, lining manhole to manhole and spot repairs with CIPP technology, as well as rehabilitation of old brick manholes.

The short-term projects included in the City's 5 year Capital Plan, which has \$200,000 every other year for lining and manhole rehabilitation projects. These projects include rehabilitation of sanitary sewer mains by grouting joints, lining manhole to manhole, spot repairs and lining of manholes. Long-term projects include continuing with these rehabilitation projects and system expansion projects per studies as growth occurs. The system may need to run larger interceptor lines to areas where bypassing is occurring during wet periods if lining and rehabilitation projects cannot reduce flows adequately. Construction of a larger gravity sewer interceptor line from 10th Ave North to 7th Ave North and North 4th Street is proposed for the year 2009/2010.

Sanitary Sewer Lift Station

The City of Clear Lake owns and operates municipal lift stations. There are also a few private lift stations in the City. One of the municipal pump stations is located at 3500 East Main Ave. This pump station was built in 1998/1999 and placed in operation in May 1999. This pump station consists of two – 400 gal/min submersible pumps. The service area for this lift station is approximately 500 acres. The capacity of future service areas is 1000 gal/min. For this capacity, additional pumps would need to be installed. Another municipal pump station is located at 2017 North Shore Drive. This station was built in 1966 and consists of two vertical turbine pumps.

The Clear Lake Sanitary district has four lift stations currently within the Clear Lake city limits that serve areas within the City limits, as well as area outside of the city limits. Those four stations are:

1. Lift Station # 5: Holiday Lift Station on 2200 Blk 7th Ave North (rebuilt 1996)
2. Lift Station # 8: 1800 Blk 12th Ave South (rebuilt 1996)
3. Lift Station # 9: 27th Ave South and South 8th Street (new 2005)
4. Lift Station # 11: Hwy 122 East and North 36th Street (new 2006)



Evaluation

The East Main Ave Lift Station is in a good shape. It is only about 9 years old and does not have any problems. The lift station at North Shore Drive is in a poor to fair condition. It was built in early 60's. The pumps are old and outdated and there is very little storage capacity in the wet well. It creates problems with power outages and the need to set portable power in a short-time period.

Needs and Priorities

The staff indicated need for upgrading the North Shore Drive pump station with new deeper lift stations and constructing new force mains to re-route flow to the west to discharge in lieu of east, where it currently discharges. This is intended to relieve bypassing on North Shore Drive and Sunset View Drive. The short-term priority for the City is to replace the North Shore Drive lift station within the next 2 years. Long-term goals include construction of future lift stations so as to serve areas not currently serviceable as development occurs beyond the current service areas.

Solid Waste Collection System

The City of Clear Lake has a contract with Absolute Waste Removal Company for residential waste pickup. Commercial pickup is conducted directly with private haulers. Residential trash is picked up once a week. Recyclable items are picked up twice a month. Items recyclable are paper, magazines, cardboards, plastic, glass and tin.

A yard waste drop off site is located at the Public Works Facility and is managed by the Public Works Department. Individuals can contract with private haulers for this as well. These items are transported to the Landfill sites. Large item pickups are done twice a year in the fall and spring by the Public Works Department.

Storm Drainage System

The City's storm water is collected through a system



of storm sewers. The size of the system collection pipes ranges from 8" to 72" and pipes are constructed of clay tiles, PVC, HDPE, RCP, PCC Tile, CMP etc. The City has one storm sewer pump station located at 1415 South Shore Drive. There are two – 6.5 HP submersible pumps which were installed in June 2002, replacing the original pumps placed in 1966. From the collection system, storm water makes its way into drainage ways such as Willow Creek and Outlet Creek in Clear Lake. Outlet Creek is located on the south and east side of the lake. Willow Creek is located on the north and east side of town. Willow Creek is a Drainage District Ditch. The City has three detention ponds located at 1200 North 8th Street, built in 1985; 2000 Blk. 6th Ave South, built in 1988; and 1800 South Shore Drive, built in 2001.

Evaluation

Minor to normal drainage problems are faced in Clear Lake. The storm drainage system is in fair to good condition. Regular maintenance is carried out, including cleaning intake pumps once or twice a year and cleaning small diameter pipes as necessary. Lift station pumps are checked every Monday and Friday.

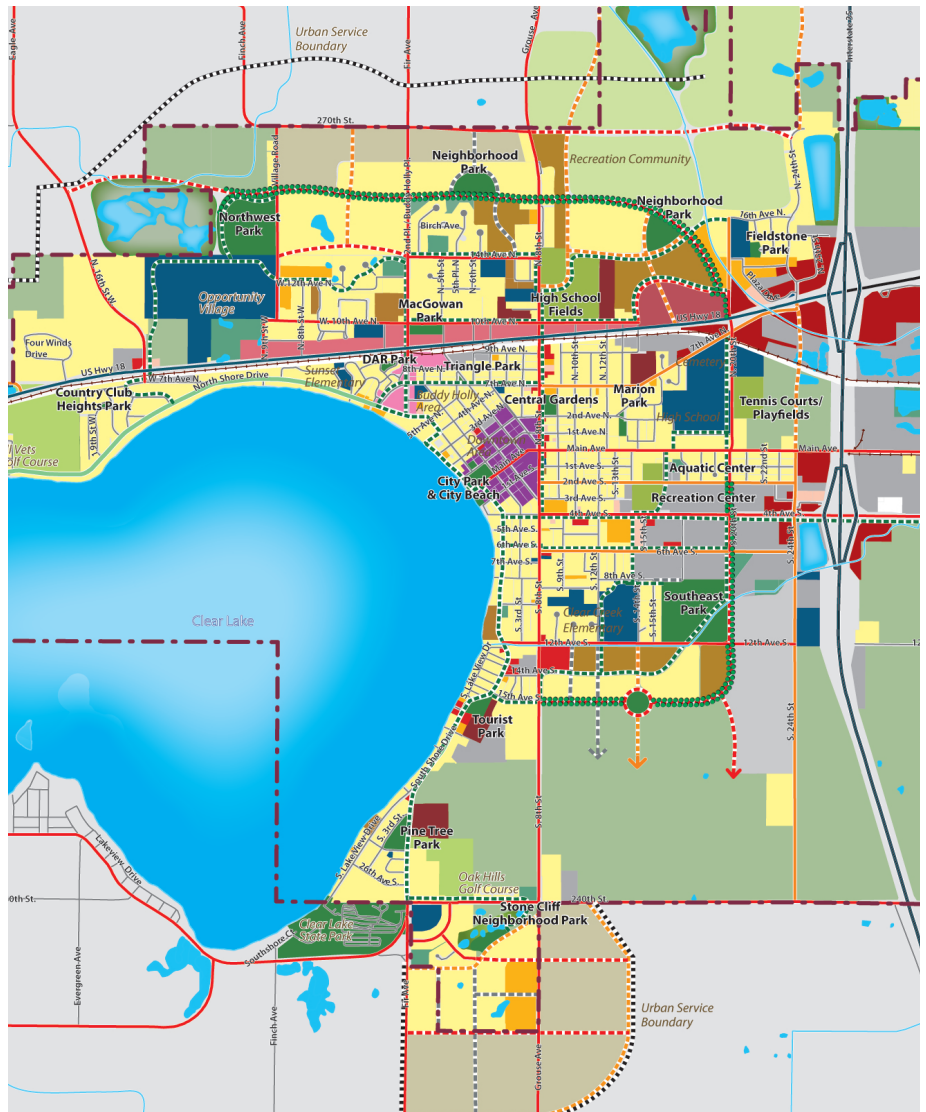
Detention ponds are all in good shape. Because most of the system was built based on handling the 5 to 10 year frequency storm, street ponding occurs on rain events beyond 10 years storm for a short duration.

Needs and Priorities

The City has upgraded lines in major flood areas in the last 25 years, as well as constructed three retention basins as part of those upgrades. The City continues to upgrade old tile lines and storm sewers with street reconstruction projects.

Short-term priorities include providing a proper storm water system to serve Four Winds subdivision and upgrading old storm sewer lines as part of street rehabilitation or reconstruction projects. Long-term goals include updating Subdivision Ordinance for Storm Water Management Requirements and providing better technical standards, including an Erosion Control Ordinance.

CHAPTER EIGHT IMPLEMENTATION



IMPLEMENTATION

Clear Lake should implement the visions and actions presented by the Plan through a realistic program that is in step with the resources of the community.

The earlier chapters form the core of the Clear Lake Comprehensive Plan with narratives, maps, and statistics concerning desirable future development patterns. This Chapter addresses the scheduling of Plan implementation by both public agencies and private decision makers.

Implementation strategies addressed in this Chapter include:

Development Policies and Actions: This Section summarizes the policies and actions proposed in the Plan, and presents projected time frames for the implementation of these recommendations.

Plan Maintenance and Support: These Sections discuss a recommended annual review of the Plan and outline possible funding sources for projects identified within the Plan.

DEVELOPMENT POLICIES AND ACTIONS

The following Implementation table presents a concise summary of the recommendations of the Clear Lake Comprehensive Plan. These recommendations include three types of efforts:

Policies

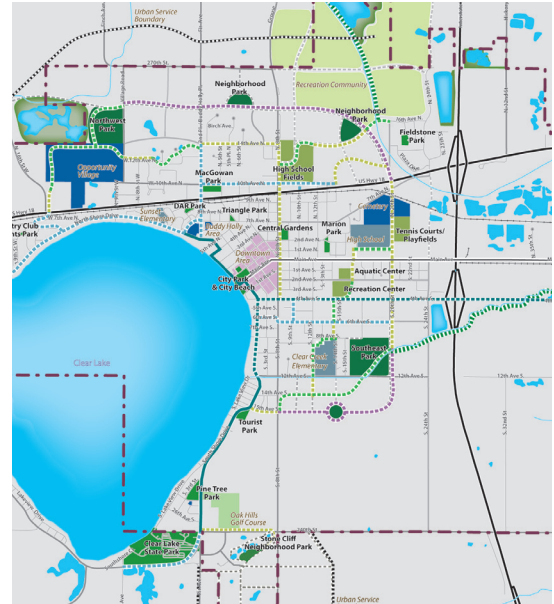
Policies indicate continuing efforts over a prolonged period to implement the elements of the Plan. In some cases, policies include specific regulatory or administrative actions.

Action Items

Action items include specific efforts or accomplishments by the community.

Capital Investments

Capital investments include public capital projects



that will implement features of the Plan.

Each recommendation is listed as part of its section in the Plan. In addition, a time frame for implementing recommendation is indicated. Some recommendations require ongoing implementation. Short-term recommendations should be implemented within 2 years, medium-term within 2 to 5 years and long-term within a 5 to 10 year period.

TABLE 8.1 IMPLEMENTATION CHART						
		Type	Ongoing	Short	Medium	Long
3	CHAPTER 3: COMMUNITY GROWTH AND LAND USE					
3.A.	PRINCIPLES OF "SMART GROWTH"					
3.A.1	Mix Land Uses					
3.A.1.1	Review zoning ordinance to ensure that current requirements do not work against this goal.	action		x		
3.A.1.2	Encourage use of Planned Unit Development zoning to achieve design flexibility in developing mixed-use plans.	policy		x		
3.A.2	Encourage Distinctive Communities with a Sense of Place					
3.A.2.1	Review zoning ordinance to ensure that minimum quality standards for new development produce attractive structures that complement existing development.	action		x		
3.A.2.2	Develop landscape and signage features along key corridors, including street trees.	capital		x		
3.A.3	Make Full and Efficient Use of Urban Services					
3.A.3.1	Encourage the rehabilitation or redevelopment of aging properties in the older parts of town.	policy	x			
3.A.3.2	Ensure that development occurs in a manner contiguous to existing development. (CR: 3.B.1.2)	policy	x			
3.A.3.3	Encourage compact development patterns. (CR: 3.B.1.1)	policy	x			
3.A.4	Create Housing Opportunities and Choices					
3.A.4.1	Encourage housing affordable to households of a variety of income levels, integrating different housing types into the community.	policy	x			
3.A.4.2	Review zoning and subdivision regulations to ensure that standards allow for diversity of housing types and affordability	action		x		
3.A.4.3	Consider multi-use buildings that integrate housing into commercial environments.	policy	x			
3.A.4	Create a Walkable Community					
3.A.4.1	Require sidewalks on both sides of all streets in developing areas and fill in gaps in the existing sidewalk network.	policy/ capital	x			
3.A.4.2	Encourage compact development patterns. (CR: 3.B.1.1)	policy	x			
3.A.4.3	Expand the City's off-street multi-use trail system to better link neighborhoods and community destinations.	capital	x			
3.A.4.4	Implement trails plan presented in Chapter 4. (CR: 3.A.6.1)	capital	x			

TABLE 8.1 IMPLEMENTATION CHART (Continued)		Type	Ongoing	Short	Medium	Long
3.A	PRINCIPLES OF “SMART GROWTH” (Continued)					
3.A.5	Conserve the Community’s Natural Resources					
3.A.5.1	Utilize floodplain, wetlands, contour, and tree cover maps in review of development. Ensure that critical areas are accommodated in development plans.	policy	x			
3.A.6	Diversify Transportation Modes					
3.A.6.1	Implement trails plan presented in Chapter 4. (CR: 3.A.4.4)	capital	x			
3.A.6.2	Ensure that new development areas incorporate the future streets plan identified in Chapter 3. New neighborhoods should be interconnected and organized around a traditional grid street pattern.	policy				
			x			
3.A.7	Achieve Stakeholder Collaboration in Development Decisions and Provide Tools that Encourage the Emergence of a Smart Community.					
3.A.7.1	Adopt land development guidelines that promote smart growth.	policy		x		
3.A.7.2	Establish a process that encourages collaboration between stakeholders and the community.	policy		x		
3.A.7.3	Institute a development review process that encourages, rather than obstructs, innovative types of development.	action		x		
3.B	DEVELOPMENT CONCEPT AND LAND USE POLICIES	Type	Ongoing	Short	Medium	Long
3.B.1	Compact Development Pattern					
3.B.1.1	Ensure that new growth utilizes existing infrastructure to the greatest degree possible through a compact development pattern that builds on existing development. (CR: 3.A.3.3)	policy	x			
3.B.1.2	Ensure that growth north of Highway 18 be contiguous to existing subdivisions and does not exceed the carrying capacity of existing infrastructure. (CR: 3.A.3.2)	policy	x			
3.B.2	An Interconnected Street System					
3.B.2.1	Clear Lake’s future streets should be designated ahead of development and dedicated as growth occurs.	policy/ action	x			
3.B.2.2	Maintain a connected street network, providing options for movement around the City and providing transportation alternatives.	policy	x			

TABLE 8.1 IMPLEMENTATION CHART (Continued)		Type	Ongoing	Short	Medium	Long
3.B	DEVELOPMENT CONCEPT AND LAND USE POLICIES (Continued)					
3.B.3	Major Growth Centers					
3.B.3.1	Ensure that development in Clear Lake’s growth areas occurs in the context of balanced neighborhoods with a mixture of housing types, a connected street network, neighborhood parks, and preservation of natural areas.	policy	x			
3.B.3.2	Clear Lake’s future residential growth should be directed toward the North and South development areas of Clear Lake, as indicated on Map 3.2 Development Concept.	policy/ capital	x			
3.B.3.3	Clear Lake should provide appropriate and attractive locations for future commercial and industrial development, as indicated on Map 3.2 Development Concept.	policy	x			
3.B.3.4	Designate the area surrounding Main Street as a Downtown Support District and establish an overlay district that encourages infill residential developments such as townhomes, bi-attached units or condo projects.	action/ policy	x			
3.B.4	A Linked Greenway/Trail System					
3.B.4.1	Clear Lake’s neighborhoods, lakefront, activity centers, and major open spaces should be linked by a comprehensive and continuous greenway and trail system that serves both transportation and recreational purposes. (CR: 4.C.2.2)	capital	x			
3.B.5	Framework for Decision Making					
3.B.5.1	Utilize the Future Land Use Map and Land Use Compatibility Table in Chapter 3 to make flexible, yet sustainable land use decisions.	policy	x			
3.B.6	An Annexation Policy					
3.B.6.1	Clear Lake should work to fully develop land currently within the City limits and work with the county to establish Urban Reserve Area within the City’s 2 mile extraterritorial boundary which will secure the preservation of existing agricultural and open spaces uses surrounding the City so that future urban scale development can eventually extend to these areas in the long term.	policy	x			

TABLE 8.1 IMPLEMENTATION CHART (Continued)		Type	Ongoing	Short	Medium	Long
CHAPTER 4: PARKS AND RECREATION						
4	PARKS AND RECREATION FACILITIES					
4.A	Facilities by Classification					
4.A.1	Discourage the development of mini-parks.	policy	x			
4.A.2	Site selection criteria for neighborhood parks should include ease of access, neighborhood location, and connection to greenways.	policy	x			
4.B	Facilities by Geographical Distribution					
4.B.1	Establish neighborhood parks in deficient areas as indicated in Map 4.2.	policy/ capital	x			
4.C	PARK DEVELOPMENT CONCEPT					
4.C.1	Park System Expansion					
4.C.1.1	Clear Lake will need to provide new park and recreation facilities as growth occurs in order to maintain a high level of park and recreation service.	policy/ capital	x			
4.C.2	Bikeway / Trail System					
4.C.2.1	Clear Lake should develop a trail system that links destinations within the City and provides a quality of life amenity.	action/ policy	x			
4.C.2.2	Create a network of trails connecting existing and future development areas, recreation facilities, and other major community features as depicted on the Map 4.4 Parks and Trails. These trails should serve both transportation and recreational purposes. (CR: 3.B.4.1)	policy/ capital	x			
4.C.3	Park Site Improvements					
4.C.3.1	Clear Lake should develop strategies and plans for improving and maintaining the City parks. The City should implement a regularly budgeted, incremental program of park site upgrades.	policy/ capital	x			
4.C.4	Neighborhood Park Financing					
4.C.4.1	Clear Lake should devise an equitable mechanism to finance community and neighborhood park acquisition to ensure reservation of well-located and appropriately sized open spaces. Include the strategy in the City's land development ordinance.	policy		x		

TABLE 8.1 IMPLEMENTATION CHART (Continued)		Type	Ongoing	Short	Medium	Long
5	CHAPTER 5: TRANSPORTATION					
5.A	TRANSPORTATION POLICIES AND ACTIONS					
5.A.1	Highway 18 Corridor Environmental Enhancements					
5.A.1.1	The City should develop and implement a comprehensive corridor development plan for its Hwy 18 corridor.	policy	x			
5.A.1.2	Develop specific improvement concepts for the corridor and design standards to enhance the aesthetics of the corridor.	policy/ action		x		
5.A.1.3	Establish design and material standards for street lights, signage, street furniture, and other features along the corridor.	action		x		
5.A.1.4	Ensure that projects within this area offer a positive image to the community, including higher quality landscaping, proper street trees, and proper signage and building standards.	policy	x			
5.A.2	A Web of Collector Streets					
5.A.2.1	Ensure dedication of rights-of-way for future collector streets and construct extensions as illustrated in Map 3.4 and as recommended in Chapter 5.	policy/ capital	x			
5.A.2.2	Develop a functional street classification system that identifies the intended purpose of existing and proposed roads.	policy	x			
5.A.2.3	Encourage use of landscaping, low level street lighting and accommodate non-motorized traffic along new roads at a scale appropriate to the proposed development.	policy/ capital	x			
5.A.3	Local Streets					
5.A.3.1	Ensure that the local street network in developing areas is designed with multiple connections and direct routes utilizing the concepts discussed in Chapter 5.	policy	x			
5.A.3.2	Design local streets with clear circulation patterns that preserve the quiet qualities of local streets while providing comprehensible and direct access to residents, visitors, and public safety and service vehicles.	policy/ capital	x			
5.A.4	Pedestrian and Bicycle Facilities					
5.A.4.1	Clear Lake should increase options for non-motorized methods of transportation, such as sidewalks, walking and biking paths, and trails along the roadways.	capital				
5.A.4.2	Ensure that Clear Lake's neighborhoods, activity centers, civic places, lakefront, schools, parks and recreation facilities are all linked by a comprehensive and continuous trail system serving both transportation and recreational purposes. (CR: 3.B.4.1)	policy/ capital				

TABLE 8.1 IMPLEMENTATION CHART (Continued)		Type	Ongoing	Short	Medium	Long
5.A	TRANSPORTATION POLICIES AND ACTIONS (Continued)					
5.A.4	Pedestrian and Bicycle Facilities (Continued)					
5.A.4.3	Review subdivision street standards to ensure that pedestrian amenities are enhanced. Require sidewalks on both sides of all streets. Allow on-street parking to slow traffic, as well as other traffic calming street improvements. Fill in gaps in the existing sidewalk network.	action/ policy/ capital	x			
5.A.5	Community Gateways and Corridors					
5.A.5.1	Clear Lake should develop a community gateway enhancement program that will effectively communicate the quality of the community.	action/ capital		x		
5.A.5.2	Clear Lake should maintain the design quality of its major community corridors, allowing them to serve as attractive gateways into the town and positive business and community environments.	action/ capital	x			
5.A.5.3	Establish gateway features at priority locations.	capital				x
5.A.6	Directional Graphics					
5.A.6.1	Clear Lake should implement a comprehensive community-wide directional graphic system that guides residents and visitors around the community.	action/ capital		x		
5.A.7	Street Trees					
5.A.7.1	Require street trees in the parking area of residential streets for traffic calming, aesthetic purposes, improved pedestrian environment and neighborhood quality.	policy		x		
6	CHAPTER 6: HOUSING AND NEIGHBORHOODS	Type	Ongoing	Short	Medium	Long
6.A	HOUSING AND DEVELOPMENT POLICIES					
6.A.1	Housing Partnership					
6.A.1.1	Clear Lake should work towards creating a housing partnership which includes a lenders consortium oriented towards developing affordable housing within growth areas.	action		x		
6.A.2	Affordable Lot Supply					
6.A.2.1	Clear Lake should encourage the private development of affordable housing by providing an incentive program for moderately priced houses.	policy/ action	x			

TABLE 8.1 IMPLEMENTATION CHART (Continued)		Type	Ongoing	Short	Medium	Long
6.A	HOUSING AND DEVELOPMENT POLICIES (Continued)					
6.A.3	Builder /City Communication					
6.A.3.1	Clear Lake should develop clear lines of communication between the City and the development/building community; streamline approval processes and expedite customer service while maintaining high standards.	policy		x		
6.A.4	Senior Housing					
6.A.4.1	Clear Lake should encourage construction of independent living residential development or senior living facilities.	policy	x			
6.A.5	Neighborhood Conservation					
6.A.5.1	Clear Lake should develop neighborhood conservation programs and institute an effort to rehabilitate houses in need of repair.	policy/ action	x			
7	CHAPTER 7: PUBLIC FACILITIES	Type	Ongoing	Short	Medium	Long
7.A	City Hall					
7.A.1	Evaluate the need for additional space for City Council, public meetings, office, and storage space.	action			x	
7.A.2	Evaluate the need for a community service feasibility study, in regard to the police and fire stations.	action		x		
7.B	Police Department					
7.B.1	Evaluate the need for more office rooms for the expansion of services, armory and large meeting and interview rooms.	action			x	
7.B.2	Evaluate the need for a new facility with all new technologies installed and full services.	action			x	
7.C	Fire Department					
7.C.1	Keep the electrical system operating, repair roof leaks and add storage spaces.	action		x		
7.C.2	Evaluate the need for a community service feasibility study to identify the call for for a new larger fire station with new technologies.	action			x	
7.D	Public Library					
7.D.1	Evaluate the need for tuckpointing, improved grounds maintenance, foundation work and sidewalk work.	action		x		

TABLE 8.1 IMPLEMENTATION CHART (Continued)		Type	Ongoing	Short	Medium	Long
7	PUBLIC FACILITIES (Continued)					
7.E	Clear Lake Community Schools					
7.E.1	Coordinate with Clear Lake Community Schools in the planning and development of school facilities.	action	x			
7.F	Clear Lake Municipal Cemetery					
7.F.1	Continue planning for expansion of the Cemetery to the east side of North 20th Street in a few years.	action	x			
7.F.2	Evaluate the need for developing and expanding Cemetery as demand requires.	action				x
7.G	Public Works Facility					
7.G.1	Evaluate the need for hard surface public yard waste drop off area and driveway leading to it and an addition of 10,000 sq. ft. to the east end of the shop building for accommodating various needs.	action		x		
7.H	Water Supply System					
7.H.1	Water Mains					
7.H.1.1	Evaluate the need for upgrading old undersized main lines and extending larger diameter loop on the west, south and east side of town.	action/ capital		x		
7.H.1.2	Construct a 12" water main from the North Tower to Clark Road, Highway 18 Water Main Improvements, a 12" water main from new tower on 24th Street to 27th Ave. South and west on 27th Ave. South to South 8th Street. Provide water service to east end of town and provide secondary loop to the east end of town.	action/ capital	x			
7.H.2	Water Wells and Treatment Plants					
7.H.2.1	Replace inline operation valves and valve motors and inspect each Well in next few years.	capital		x		
7.H.2.2	Evaluate the need for building a 4th Well and a new water treatment plant.	action				x
7.I	Sanitary Sewer Services System					
7.I.1	Sanitary Sewer Collection System					
7.I.1.1	Evaluate the rehabilitation of sanitary sewer mains by grouting joints, lining manhole to manhole, spot repairs and rehabilitation of old brick manholes.	action		x		

TABLE 8.1 IMPLEMENTATION CHART (Continued)		Type	Ongoing	Short	Medium	Long
7.I.2	<i>Sanitary Sewer Lift Station</i>					
7.I.2.1	Evaluate the need for upgrading the North Shore Drive with new deeper lift stations and constructing new force mains to re-route flow to west to discharge in lieu of east to which it currently discharges.	action		x		
7.I.2.2	Evaluate the need for replacing the North Shore Drive lift station within few years.	action			x	
7.I.2.3	Evaluate the need for additional lift stations as development occurs.	action	x			
7.J	<i>Storm Drainage System</i>					
7.J.1	Provide proper storm water system to serve the Four Winds Subdivision.	action	x			
7.J.2	Upgrade old storm sewer lines as part of street rehabilitation or reconstruction projects.	capital	x			
7.J.3	Evaluate the need for updating Subdivision Ordinance for Storm Water Management Requirements and providing better technical standards including Erosion Control Ordinance.	action		x		
7.K	<i>Solid Waste Service/Solid Waste System</i>					
7.K.1	Evaluate the solid waste service needs of the City as development occurs.	action	x			

PLAN MAINTENANCE

The scope of the Clear Lake Comprehensive Plan is both ambitious and long range. Each of the many actions and policies described in the Plan can contribute to the betterment of the City. Yet, presenting a twenty year development program at one time can appear intimidating. Therefore, the city should implement an ongoing planning process, which uses the plan to develop year-by-year improvement programs. In addition, this process should also evaluate the Plan on an annual basis in relation to the development events of the past year.

Such a process should include the following features:

• Annual Action and Capital Improvement Program.

The Planning Commission and City Council should use the Plan to define annual strategic work programs of policies, actions, and capital investments. This program should be coordinated with Clear Lake's existing capital improvement planning and budgeting process. Although many of the Plan's recommendations are not capital items, this annual process should be completed before the beginning of each budget year and should include:

- *A specific work program for the upcoming year.* This program should be specific and related to the City's projected financial resources. The work program will establish the specific plan recommendations that the City will accomplish during the coming year and will use this Plan's implementation and capital improvement schedules as guides.
- *A three year strategic program.* This component provides for a multi-year perspective, aiding the preparation of the annual work program. It provides a middle-term implementation plan for the City.
- *A six year capital improvement program.* This is merged into Clear Lake's current capital improvement program.

• Annual Evaluation.

In addition, this process should include an annual evaluation of the Comprehensive Plan. This evaluation should occur at the end of each calendar year. Desirably, this evaluation should include a written report that:

- Summarizes key land use developments and decisions during the past year and relates them to the Comprehensive Plan.
- Review actions taken by the City during the past year to implement Plan recommendations.
- Defines any changes that should be made in the Comprehensive Plan.

The Plan should be viewed as a dynamic changing document that is used actively by the City.

PLAN SUPPORT

In order to implement many of the objectives described in the Plan, the City will need to consider outside funding sources. The tables on the following pages present possible funding sources available to the City of Clear Lake for various projects recommended in the Comprehensive Plan. This list should not be considered complete and should be reviewed and modified each fiscal year.

TABLE 8.2 POTENTIAL FUNDING SOURCES						
SOURCE	FUND ADMINIS-TRATOR	DESCRIPTION	POSSIBLE USES	DEADLINES	AVAILABLE FUNDS	REQUIRED MATCH
Community Attraction and Tourism Program	Vision Iowa	Funding for the development and creation of multiple purpose attraction or tourism facilities	Creation of a major recreation facility in the city.	NA	TBD	Encouraged
Community Development Block Grant (CDBG)	HUD	Federal funding for housing and economic development to benefit low-and moderate-income residents.	Rehabilitation and infill projects, directed to projects that benefit low- and moderate-income households or eliminate blighted areas.	NA	NA	NA
DOT/DNR Fund	Iowa DOT	State funds for roadside beautification of primary system corridors with plant materials.	Landscaping improvements along key corridors in the city.	open	\$100,000	Encouraged
Federal Recreation Trails Program	Iowa DOT	Provides funding for motorized and non-motorized recreational trails and trail-related projects.	Local, regional or statewide trails plans.	1-Oct	TBD	20%
HOME	IDED	Funds administered by the State to provide leverage financing for new or rehabilitated rental development.	New and rehabilitated rental projects. HOME funds may be used in conjunction with Section 42 Low Income Housing Tax Credits. They may also be used for innovative project approaches, such as rent-to-own development.	NA	NA	NA
Iowa Clean Air Attainment	Iowa DOT	Funding for highway-street, transit, bicycle/pedestrian or freight projects or programs which help maintain Iowa's clean air quality by reducing transportation related emissions.	Upgrades to arterial and major collector streets.	1-Oct	TBD	20%
Land and Water Conservation Fund	Iowa DNR	Funding for park and trail improvements and land acquisition.	Improvements to existing recreation facilities and development of new facilities.	15-Mar	TBD	50%

TABLE 8.2 POTENTIAL FUNDING SOURCES (Continued)						
SOURCE	FUND ADMINISTRATOR	DESCRIPTION	POSSIBLE USES	DEADLINES	AVAILABLE FUNDS	REQUIRED MATCH
Living Roadway Trust Fund	Iowa DOT	State funds to implement integrated Roadside Vegetation Management programs (IRVM) on city, county, or state rights-of-way or areas adjacent to traveled roads.	Roadside inventories, gateways, education, research, roadside enhancement, seed propagation, and special equipment.	1-Aug	TBD	NA
Public Facilities Set-Aside Program (PFSA)	IDED	Financial assistance to cities and counties to provide infrastructure improvements for businesses which require such improvements in order to create new job opportunities.	Provision or improvement to sanitary sewer systems, water systems, streets, storm sewers, rail lines, and airports.	NA	NA	33%
Rail Economic Development Program	Iowa DOT	Funding for construction and rehabilitation of rail spurs to serve new or existing industries. The rail project must be a key to the creation or retention of jobs.	Construction of rail spurs for industrial development.	NA	NA	NA
Resource Enhancement and Protection (REAP)	Iowa DNR	Available for projects that enhance and protect natural and cultural resources.	Available for parkland expansion, multi-purpose recreation developments, soil and water conservation, DNR acquisition, and DNR land management.	Applications not currently being accepted	\$125,000	NA
Revitalization Assistance for Community Improvement (RACI)	IDED	Funding for various economic and community development projects.	Neighborhood revitalization, historic preservation, upper-story restoration of downtown buildings.	7-Nov	\$15,000	Encouraged
Revitalize Iowa's Sound Economy (RISE)	Iowa DOT	DOT administered funds used to promote economic development through construction or improvement of roads and streets	Construction or improvement of roadways that will facilitate job creation or retention. Potential uses include a street system for additional business or industrial development.	2/1 and 9/1	\$30,000,000	30%

TABLE 8.2 POTENTIAL FUNDING SOURCES (Continued)						
SOURCE	FUND ADMINISTRATOR	DESCRIPTION	POSSIBLE USES	DEADLINES	AVAILABLE FUNDS	REQUIRED MATCH
Section 42 Low Income Housing Tax Credit	HUD	The allocation of tax credits to affordable housing developers through the State. Developments can utilize either a 4% or 9% credit, depending on the mix of low-income residents.	Multi-family housing development for low- and moderate-income families.	Annual Allocation	NA	NA
Self- Supported Business Improvement District	Business Association	Contributions by business owners used for various business district enhancements.	Physical improvements to business district, upper-story restoration of downtown buildings.	NA	NA	NA
State Recreational Trails Program	Iowa DOT	Provides funding for public recreational trails.	Local, regional or statewide trails plans.	1/2 and 7/1	TBD	25%
Statewide Enhancement Funding Program	Iowa DOT	Funding for enhancement or preservation activities of transportation related projects.	Projects must fit at least one of the following: facilities for pedestrians and bicyclists; acquisition of scenic easements and scenic or historic sites; scenic beautification; historic preservation; rehabilitation and operation of historic transportation facilities; preservation of abandoned railway corridors; control and removal of outdoor advertising; archaeological planning and research; mitigation of water pollution due to highway runoff; safety and educational activities for pedestrians and bicyclists; historical displays at tourist and welcome centers; or transportation museums.	1 Oct	\$100,000	30%

TABLE 8.2 POTENTIAL FUNDING SOURCES (Continued)						
SOURCE	FUND ADMINISTRATOR	DESCRIPTION	POSSIBLE USES	DEADLINES	AVAILABLE FUNDS	REQUIRED MATCH
Tax Abatement	City	Reduction or elimination of property taxes for set period of time on new improvements to property, granted as an incentive to do such projects.	Available for commercial, industrial, or residential developments.	NA	NA	NA
Tax Increment Financing (TIF)	City	Uses added property tax revenues created by growth and development to finance improvements within the boundaries of a redevelopment district.	New residential, commercial, or industrial developments, including public improvement, land acquisition, and some development costs.	NA	NA	NA
Transportation Equity Act for the 21st Century (TEA-21)	Federal Highway Administration	Federal transportation funding, including matching grants for major street improvements, enhancements funding for corridor design, streetscape, trail development, and transit.	Improvements to arterial and major collector streets, and trail development.	NA	NA	NA
DNR, Alliant Energy, etc.	Trees Forever	Funds for roadside vegetation.	Landscaping improvements along key corridors in the city.	TBD	TBD	Encouraged

